CYCLE NEWS

WEST

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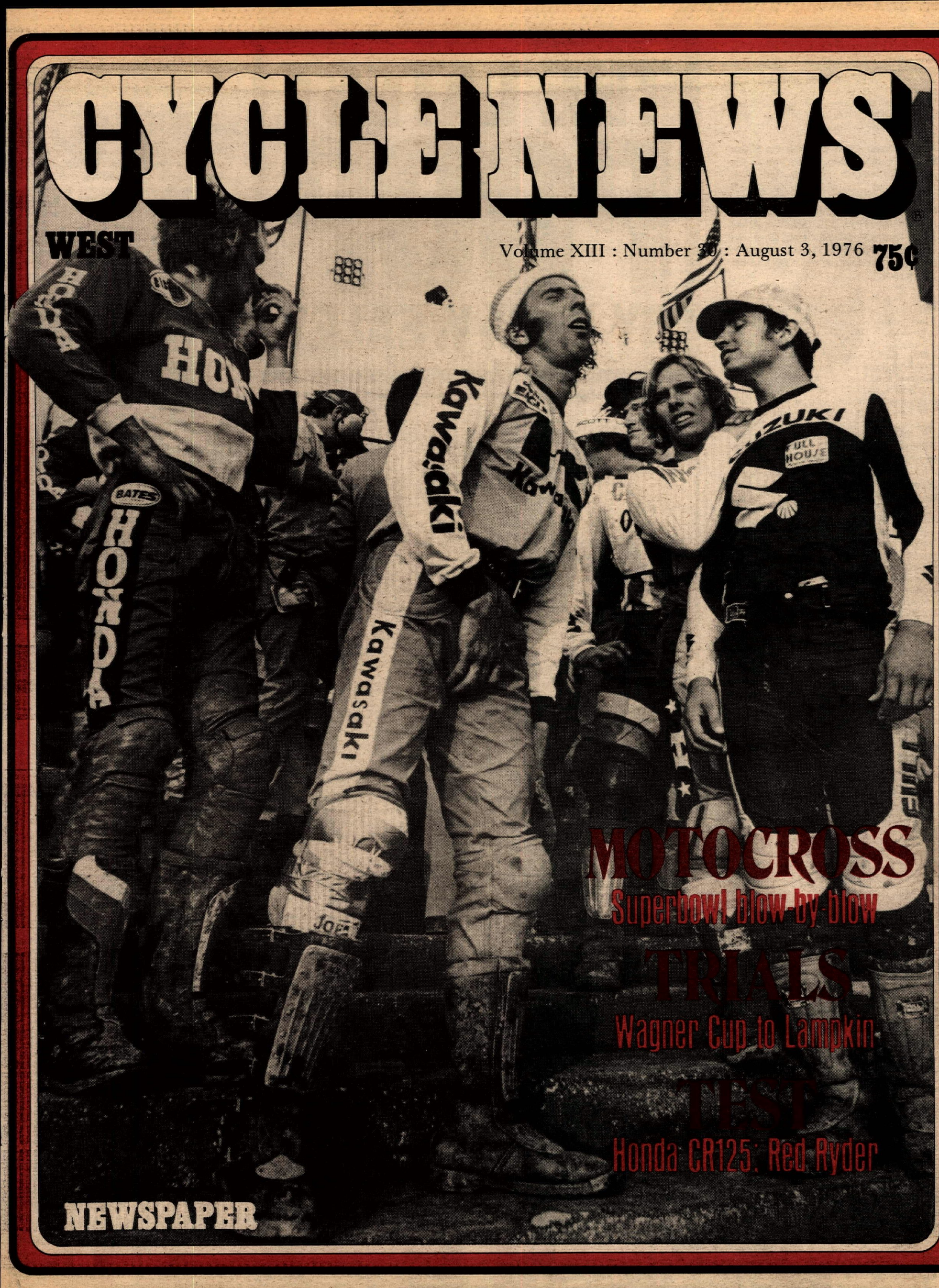


MOTOCROSS

Superbowl blow-by-blow

TRIALS

Wagner Cup to Lampkin

TEST

Honda CR125: Red Ryder

NEWSPAPER

Charles Coutard, French trials champion and works Bultaco rider, had reason to be a little late in from the second loop at Gold Bar. He clobbered a tree tapped out in fifth, crashed again and broke the shift lever off at the root. He used a vise-grip to pick a gear for each section, and continued. World class trials riders do know how to boogie.

Barry Sheene (Suz) clinched the 500cc World Championship with a win in the July 25 Swedish GP. He led Jack Findlay and Chas Mortimer to a 1-2-3 Suzuki sweep. Takazumi Katayama (Yam) topped the 250 class; Pierpaolo Bianchi (Mor) the 125 race; and Angel Nieto (Bul) the 50cc division. No-shows included Agostini and Cecotto. American Pat Hennen was a DNF in the 500cc race.

Tom Brooks won the Spokebenders Bota Bag Contest (night before the Bota Run) with a time of 5 minutes flat, followed by Dirty Dick Watson (Desert Squirrels, 4:25) and Ron Hall (SoCal, 3:00). Times were taken on a donated watch, and the donor musta' been in the contest, too; because the club's still got the watch. Call (714) 897-9745 and give a description (after 7 p.m.). The race and other dull stuff is in the Desert Section.

Almost only counts in hand grenades and horseshoes, but an American almost made history in the PNTA's world championship trials round, at Gold Bar, Washington. See story, p. 10.

Things that annoy: You're attending a world championship trial in lush, green Northern woods, tinkling waterfalls mixed with hushed spectator talk, punctuated by the pucka-pucka of trials bikes at work, when "Branga!" here comes some unmuffled squid MXer down the road, scattering walking family groups and spurting gravel. Way to go, turkeys. Really out of place, you were.

Bassani Day exploded after Sunday's AMC MX at Saddleback. The expected turnout of berm buster big names failed to materialize, but on hand were some of the celebs of the flat track/road race circuit. Spotted viewing a get-down wet T-shirt contest were Gary Nixon, Chuck Palmgren, Greg Sassaman, Ted Boody, John Hateley, Doug Sehl and Jay Springsteen.

Pirelli MT 13s seemed almost the universal choice for the Gold Bar U.S. trials round – even Mick Andrews with conspicuous Dunlop stickies on his proto Yamaha. Said Mick, "I've been using some new Dunlops, which are definitely better, but we ran out and couldn't get more." Hence the Pirellis.

Al Eames to Mick Andrews at scrutineering Saturday. "You going to ride the ISDT, this year?" Reply: "No, gettin' too old . . ." (nudge, wink) "We've quit, haven't we, Malcolm?"

As if to prove a point, Bultaco sold the "works"Bultacos of Charles Coutard, Yrjo Vesterinen, Martin Lampkin and Manuel Soler after the Gold Bar, on the spot, for dealer list ($1498). They were snapped up immediately by persons unknown who now own some very carefully assembled but very thrashed 350 Sherpa Ts.

Mick Andrews' 360 (or 370 or . . ?) Yamaha trialer is also a developmental waystation not destined for production. Mick says he will build one more like this one, then concentrate on a 500 thumper. Asked if he and Yamaha plan a special short-barrel four stroke trials engine like Honda's, Mick Andrews replied, "No, it will be largely based on the XT . . . we know it's a tall unit, but we intend to do some interesting things with it to solve that."

EPA, in further "refining" of their motorcycle emissions proposal, threatens to chop off all two stroke enduro machinery with the following wording to their definition of "covered" machinery " . . . all vehicles manufactured for road use, including those off-road machines which could be modified for road use." And that's a can of worms, indeed. Don't say we didn't warn you on this one – we started warning you a year ago.

THE LATEST POOP BY PAPA WEALEY

Desert petroglyphs are really ancient African characters, says Dr. Barry Fell, of Harvard University. According to Fell, who translated it, the language is ancient Libyan, and the characters found on a rock between Blythe and Needles, Calif. are over 900 years old. Were they left by some ancient North African sailor, who somehow trekked up the Colorado River and left a warning for followers to read and heed? Long Beach archeologist Willard Bascom has asked the help of desert bikers and other desert travelers to find and identify more petroglyph sites for study. He can be contacted care of the Epigraphic Society, 121 Linden Ave., Long Beach, California 90802.

Notes that didn't make Dates & Data: That Can-Am Amateur MX Qualifier scheduled for FastTrack at Phoenix has a new date, as well as a new site. That's August 28 at Sunshine Cycle Park, Tucson, Az. A Pacific Northwest Can-Am qualifier slated for Straddle Line August 22 has been cancelled.

Bart Barfly and Sonny Kenyon's Cycles are having a two day trial of their own as a fund raiser for Ben Bowers' ISDT trip. An indoor two day trial, complete with keggers, flicks, two minute tire changes and Indian wrestling. Starts Tuesday evening, August 3; ends sometime before the shop opens Thursday morning. That's at 1920 A Old Middlefield Rd., just off Hwy. 101 in Mt. View, California.

W/ERA Race Director (semi-retired) Lance Weil is still nursing a broken shoulder suffered while breaking in his just-purchased RZ700 Yamaha. Who'd he buy it from? Bombardier. Think about that.

California's CAM-AD Council has picked October 2 as the date for the State TT Championship at Tulare. All four California AMA Districts will send their top 10 sportsmen racers in 80-100-125-250-500 and 650 Expert classes to the Saturday night run-off.

Concerned parents have implicated the Sierra Club in the closing of a bicycle MX track near Merritt College in Oakland, Calif. We're checking it out, because if it's true it's about as low as the posey-sniffers have gone to date.

Two time U.S. Speedway Champion Steve Bast has "retired" from competition to work full time at his father's welding shop. A heart condition that was aggravated by the stress of racing became too serious to put off any longer.

Malcolm Rathmell will instruct a free (yeah, free) Montesa-sponsored trials school near Colorado Springs, Co. at the site of this year's National round, Saturday, July 31. There's an RMTA trial Sunday, and survivors will take off Monday, Aug. 2 for a little timberline trail riding with Rastus. Call Bill Brokaw at (303) 473-3277 for info.

You never know the seeds you plant. In this case the Indian Motorcycle Co. fortune – all seven million dollars of it – is to be divided among three New England health care facilities. Baystate Medical Center, Shriners' Hospital and Connecticut Institute for the blind were named in the will of Edith Hale Moriarty, wife of the late Indian Co. founder, George Hendee, who died in 1943. Hendee, in addition to his motorcycle building, was a civic leader in Springfield, Mass.; and was one of the co-founders of the Shriners Hospital for Crippled Children, the one named in Mrs. Moriarty's will.

W/ERA and the Bob Sharp Foundation announce applications are open for the Bob Sharp Scholarships, $500 awards to the two most-deserving roadracer/students in the country (one East, one West). Contact W/ERA Nat'l HQ, 1742 Addison St., Philadelphia, PA 19146, (215) 732-2128 for details on how to apply.

Utah State Multiple Use Advisory Board meets September 15-16 in Moab, Utah. The second day's meeting at the Moab Ramada Inn will consider, among other things, management of Bonneville Salt Flats Speedway. To make an oral or written input, contact Utah State Director, BLM, University Club Bldg., 136 East South Temple, Salt Lake City, Utah 84111 or call 524-4227 for info.

Yet to be decided at presstime (it may have to go to an FIM jury) was the question of whether Marland Whaley would actually receive world championship points for his second at Gold Bar. AMA's Al Eames, present as an observer, was of the opinion that, under FIM rules, the AMA had the host-country's right to qualify Whaley, even though he did not hold a current FIM license. Marland reached the generally-accepted but often violated minimum age of 18 on July 5. An obviously interested party is third-placing Yrjo Vesterinen; going into a three-way tie for the championship, Yrjo would receive second place points if Whaley's finish were disallowed by FIM. Pacific Northwest Trials Assoc., the host club, will cubmit the results to FIM as posted.

All you guys who bitched to Betty Lasker because the trophy payback at AMC's Bassani Day was 30% instead of 50% like our ad said – now you can bitch to us, because we put 50% on the ad. August Fool!

Don't miss reading Kevin Cameron's excellent, poignant, even poetic report on a road race privateer's odessey in Europe. It's in the current issue of Cycle, and if you live in California, it will make you homesick for the East, where they still care about such things.

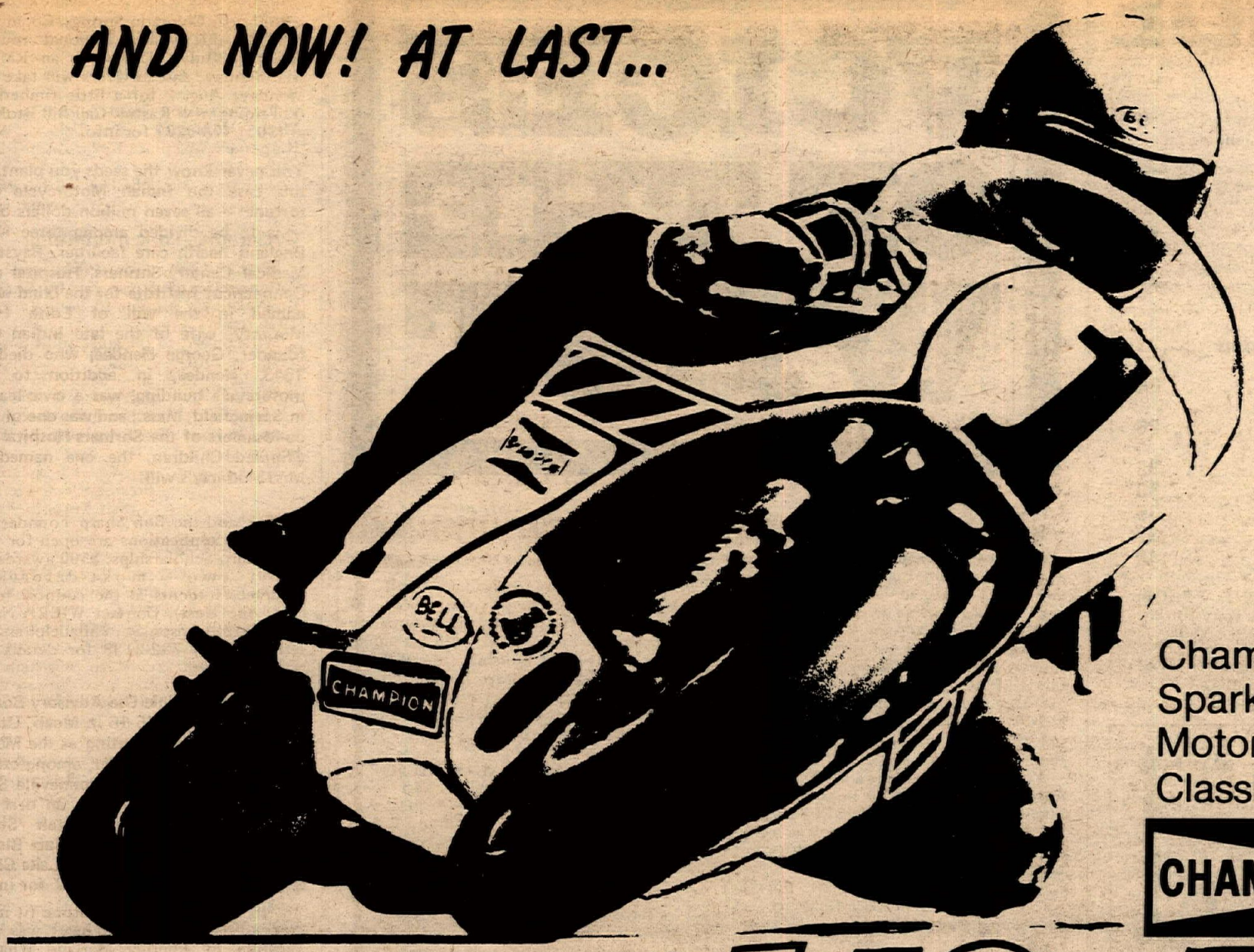
But if we lived in the East, we'd probably miss California. Absinthe maketh the head grow softer, or something like that . . .

Hallelujah! It just rained.

Mitch Mayes replaces Al Baker on the Long Beach Honda off road team. The team, along with Bill Bell, will fly to Africa in September for the Roof of Africa Rally (won by Malcolm Smith last year) to contest the 300-400 mile bash (length depending on flooding conditions) on a brace of XL Honda thumpers. More later.

If, in last week's W/ERA National results, you noticed some errors, you're right. Lance Weil and Bob Crossman are working this week to try to straighten things out.

AND NOW! AT LAST...



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For Further Information Call: (714) 752 - 6686 or (408) 373 - 1811

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ON THE FRONT PAGE: Superballs – or, did Tony jam the Jammer? Photo by Mike Yada.

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VOICES OF THE WEST

Let me tell you

Good for CNW and John Huetter. I'm glad to see that you recognize Noyce as an up and coming European. I just spent two years racing in England and there are a lot more where he comes from.

A few months ago Modern Cycle printed something to the effect that there weren't any Europeans to fill the boots of Roger D. and the gang. I think MC gave the American public the wrong idea. When Weil and the oldsters pack it up, there will be someone else to fill their shoes. Check it out!

I'm in Klammath Falls, Ore. right now and there seems to be a lot of dirt bikes just sitting around. MX races are far and few between. There's a lot of open land for the CMC or AMA to put to use. What does it take?

We have a new club up here, how do we get CMC officials? Help us get something going up here.

BOB CROSBY
Kingsley Field, Ore.

Yeh, someone will fill those European boots alright, but the guys wearing them might have American accents. You can contact the CMC, PO Box 1402, Costa Mesa, Calif. 92662 for information on organizing some motocross races up in your area. They'll be glad you asked . . . Ed.

Memories

One of the best bonuses in having road races for the past four or five years are the few good friends I've made along the way. One of these friends was Ed Unini.

Over the years we would stop and talk about things in general while in the pits or just spectating. I always admired the companionship shared by Ed and his dad. Both of them traveling around to the races together and working as a team made it a very special team. That special relationship and my friend is gone now.

Everybody knows the risk involved in racing but when a tragedy happens it doesn't minimize the loss of good friends and a fellow rider. We will all go on but we will be a little less somehow without Ed.

STEVE LANG
Camber Company
Costa Mesa, Calif.

On page 27 of this issue, you will find a tribute to Ed Unini who was involved in a fatal crash at Sears Point Raceway, July 18, 1976 . . . Ed.

Get out the vote, there might be hope

Good news for dirt bikers of America. Senator Walter Mondale of Minnesota (Vice Presidential candidate) has a son that is a dirt biker. Looks like some suction in the White House at last. Three cheers for Mondale. Rah-rah-rah!

ALAN STEVONS
CMC 250 Jr.
Huntington Beach, Calif.

Wonder what's gonna happen the first time he tracks mud into the oval room . . . Ed.

Now hear this

Our company considers itself an ardent supporter of the sport of roadracing, but when the supporting organization comes up with as much pure unmitigated bullshit as the W/ERA did July 17-18, we draw the line.

It will be a very cold day in hell before a Yoshimura crew lowers itself to attend another W/ERA fiasco.

DONNA SMITH, ALAN MILFORD, MARK MILFORD, HIDEO YOSHIMURA
Yoshimura R & D
North Hollywood, Calif.

And this . . .

It is with a great deal of pleasure that we have watched the tremendous growth of road racing at the club level in the last two years. Clubs in which we offer a contingency program, such as the AFM and CMC have made every effort to let the riders know that Camber Co. is offering sponsorship and prizes. A rider realizes that when he buys a Camber product, a portion of his money is going back into the sport of road racing.

Even though we offer the identical contingency program with the W/ERA as the AFM and CMC, the promotional benefits agreed upon were not returned at the recent W/ERA National in Ontario, CA. In spite of the fact that a professionally written and typed announcer's spot was handed to Lance Weil, there was not one mention of Camber's giving sponsorship through the entire day. There was neither an ad in the program, nor a listing in the contingency sponsor's list. This is a tremendous disservice to the riders, as it will neither encourage other manufacturers to offer prizes, nor were they made aware that they were supposed to be running a Camber decal to qualify for our program. It seems that although an abundance of decals were supplied at tech inspection, they were being used at the antique bike judging where we were offering no prizes at all.

The greatest tragedy of this race is that even though many riders complained about the dangerous and sharp narrowing of the return to the pit area (also called the plug check area), their complaints went unheeded. Rather than making it a funnel type of return, the rider was forced into a narrow alleyway between a cement wall and chain link fence. This is where a highly respected AMA Expert, Bob Endicott, wrapped his bike around a pole, and is now in the hospital with multiple broken bones. He will naturally have to miss Laguna Seca.

It will be interesting to see how many companies will step forward to sponsor once again in a program where their agreement is ignored.

CAMI GREER
Camber Company
Costa Mesa, Calif.

And this . . .

Because of a score mix-up and brain seizure on the part of the score keepers in the W/ERA National Road Race at Ontario, July 17-18, they failed to give credit to the top finishers of the 250 Modified Production Class and did not award prizes or prize money as promised for their efforts in supporting the club and racing hard all weekend.

The top three finishers are: 1st place Mark Homchick, 2nd place Wally Karpenick, 3rd place Kevin Andress.

MS. CECILE DE LA PENA
W. Covina, Calif.

Cyclerama – one more thing

Thank you for the generous comments in response to Mr. Kenneth B. Blakeley's inquiry in your July 20, 1976 issue.

With regard to the soil conditions, we have recently installed a complete sprinkler system and hauled in several thousand yards of river sand. The sand has made a tremendous difference in the racing surface. Now we actually build berms.

WALT SANDIFER
President – Cyclerama
San Antonio, Texas

B-to-V off again

The San Gabriel Valley M.C. has suspended efforts to run the "Barstow to Vegas" race in 1976.

This has been done for *one* reason only: to allow the District 37 Legal Defense Task Force to negotiate an *equitable* rotational plan of areas in which to race. This will result in many "new" areas open to organized racing once again.

If this is not accomplished, as promised by the B.L.M., all the monies in the B to V fund will be spent in 1977 to once again pursue the "Barstow to Vegas" race.

All of the donations made to the "Barstow to Vegas" Defense Fund are still in a trust account, and will remain as such until we either get our desert back, or run the 1977 Vegas race.

SAN GABRIEL VALLEY M.C.

If anyone has questions or wants to help, write the S.G.V. MC, Legal Defense Fund, P.O. Box 1895, Pomona, CA 91769 . . . Ed.

Hot shot's back

Regarding the story by Ted Titmas on the AME $2000 race, Greg Robertson really is not a new rider for Mid-Valley. Actually it's like a homecoming. In the early 70's Greg was one of the hottest riders in SoCal. Not yet in his Junior year of high school, he won the 125 Pro class at the very first Snake River, Idaho race with Brad Lackey in second, both on 125 CZs. Then came the entrance of Honda, etc. into the 125 class and the once mighty CZ was left in the cold.

REX BACKMAN
Paradise, Calif.

Falta, Velky, Churavy, Babarovsky – all ride CZs – and that's a pretty hot foursome . . . Ed.

No teething problems here

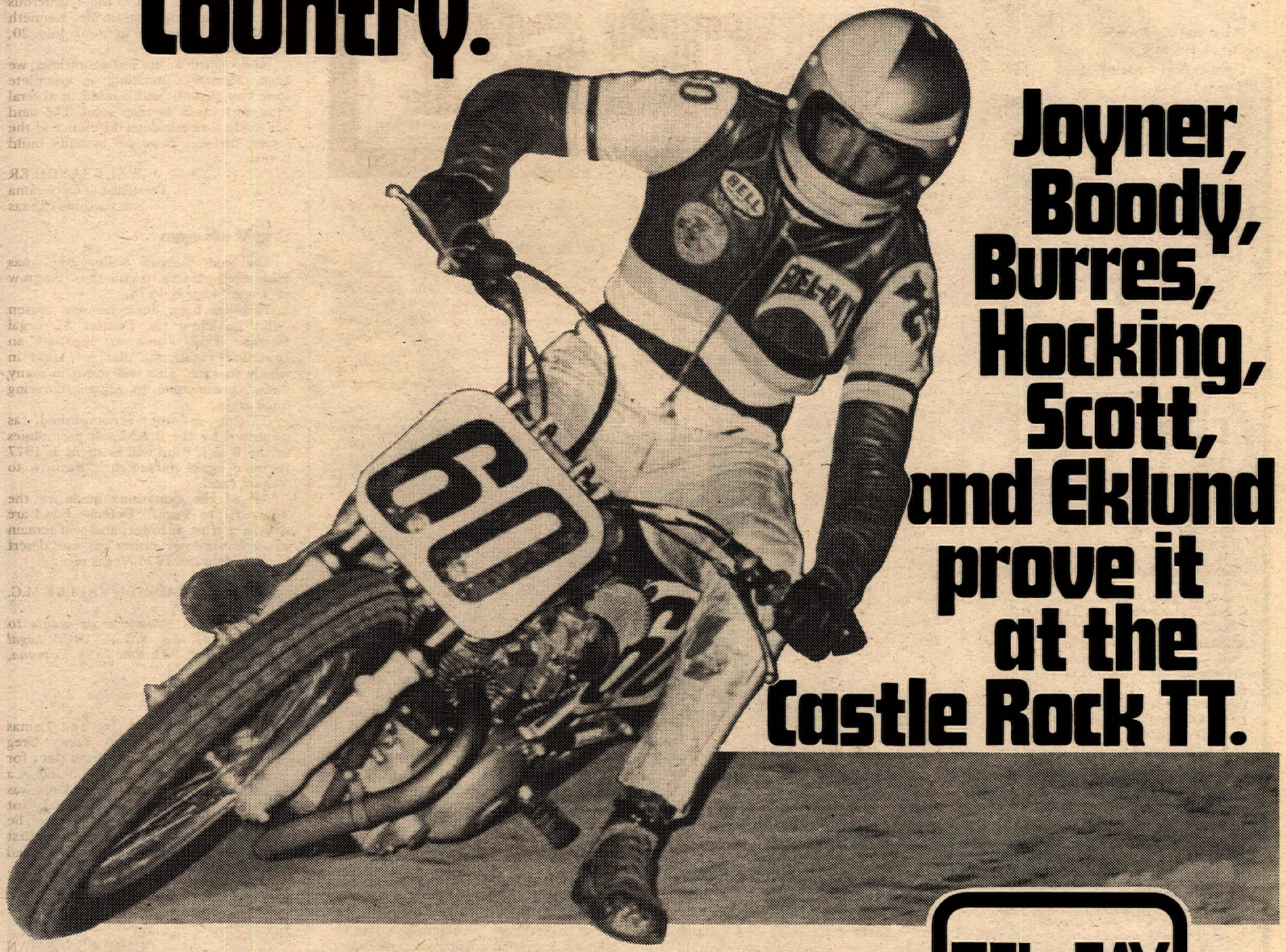
Re: John Ulrich's coverage of the AFM Road Race at Ontario Motor Speedway, July 11.

In the article, the motorcycle I ride was referred to as a Gordon Jennings RD 250. I don't wish to dis-credit Gordon in any way, but Matt Owens owns and tunes the bike I have been very fortunate to race. It has been such a good ride for me that I have been able to learn at a good rate. I just wanted to set the record straight.

MARK HOMCHICK
Woodland Hills, Calif.

The views expressed in this column and other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or Cycle News, Inc. Qualified readers wishing free and equal rebuttal space should contact the Editor.

Washington is Bel-Ray Country.



Joyner, Boody, Burres, Hocking, Scott, and Eklund prove it at the Castle Rock TT.

In the Northwest like the rest of the nation, there is only *one* name that means Total Performance Motorcycle Lubricants – Bel-Ray ... the oils and lubes used by top racers and winners.

The TT National at Castle Rock brought out the best, and when the race was over Bel-Ray dominated the results. Six of the top ten finishers rode Bel-Ray race prepared machines. In first place, and taking his 3rd Castle Rock win was Chuck Joyner on a Triumph. Ted Boody riding a Harley-Davidson was second, with Triumph rider Sonny Burres in fourth. Rick Hocking rode his Yamaha to fifth, Triumph-mounted Gary Scott was seventh, and Steve Eklund on a Yamaha finished eighth.

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73,000 at Superbowl,

Joel goes fishin'

By Jody Weisel

LOS ANGELES, CAL., JULY 24

It's just like the Texas State Fair," said a mechanic as he stood in the arches of the Los Angeles Coliseum and looked down on the largest motorcycle spectacle in American history, bar none. The only thing missing was the 100 foot statue of Big Tex as vendors hawked balloons, T-shirts, hats and programs; Hawkers vended tickets and pit passes; A rock and roll band vibrated the magnificent bowl, built for the 1932 Olympics; Chopper pilots cruised the main drag in front of the one million dollar Harley-Davidson show; Jammin' Jimmy Weinert had a mystic healer in his pits with a titanium alloy pyramid to cure his injured knee; Tony D. was holding court on eating "friendly bacteria" while guzzling quarts of milk all day; CBS Sports Spectacular was sticking microphones in front of anyone who wanted to talk, and that was everyone; Indy 500 winner Bobby Unser and Robert 'Baretta' Blake were both doing their best to be conspicuously inconspicuous; A fireworks display cratered the sky during a jam session National Anthem; And in one of the night's fastest performances, a streaker out-ran 20 pursuing security guards for two action-packed laps of the infield.

A show and a half —

If that wasn't enough 73,000 spectators piled into the Coliseum and they put on a show in themselves. The fans resembled an enormous Costa Mesa speedway crowd as they vocally demonstrated their feelings, and at one time three different brawls could be seen as well as the world's largest display of paper airplane power. Frisbees were fired from the top of the stadium to the bottom, back up again and on and on. Guys brought their girls, and the ushers gave up on trying to talk people out of bringing their dogs into the stadium. At one point a potential riot developed when several ticket counters ran out of tickets and several thousand people tried to force through the gates.

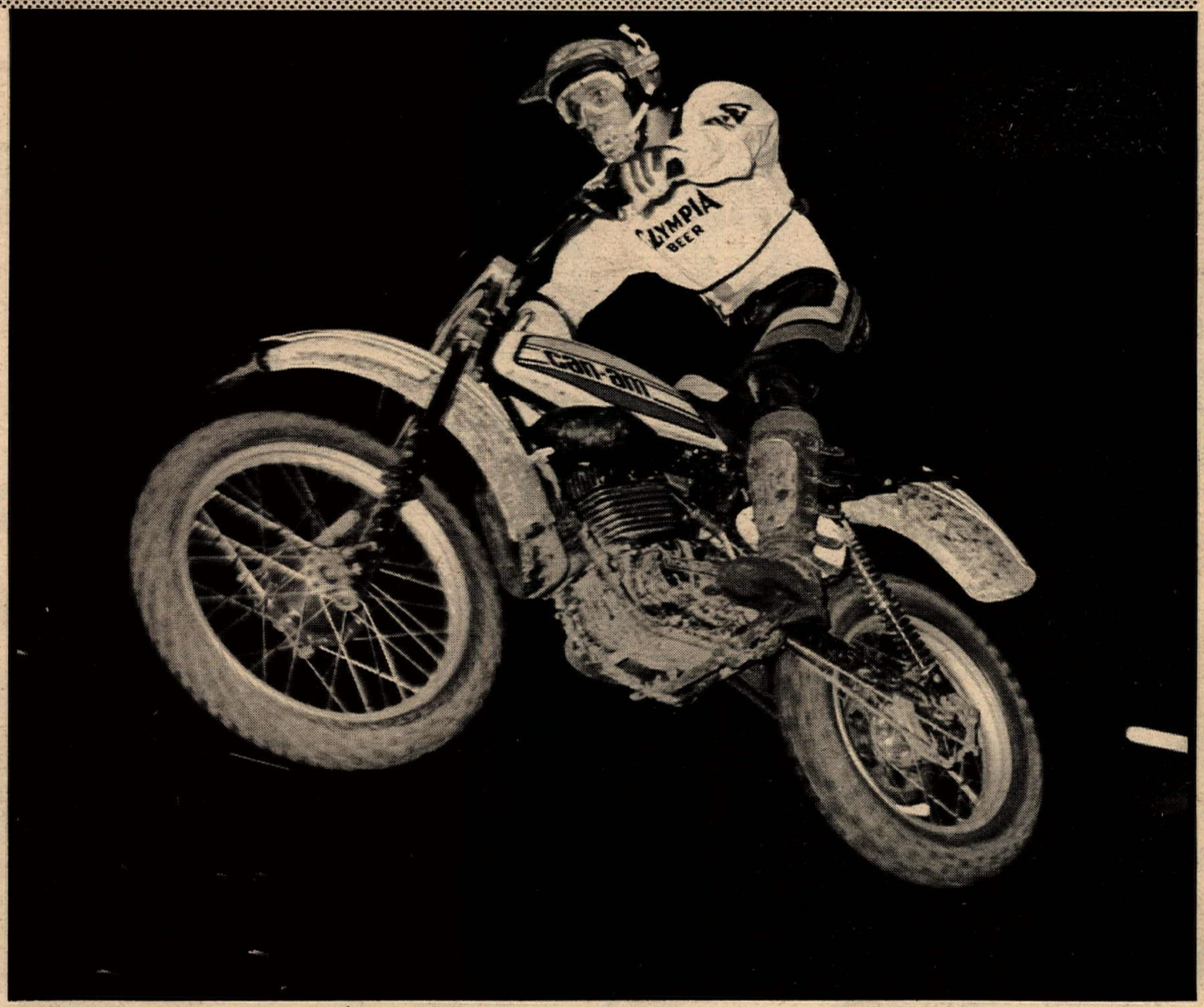
The fans knew their favorites; Young Danny 'Magoo' Chandler in 500 Support had the crowd waving their programs and pointing in amazement as the 130 pound child-wonder ricocheted off walls, missed the track, swapped ends and stood his under-manned KTM400 on its tail, but never ever shut off. Eventually he crashed his brains out but kept coming back for more; Japanese rider Yasuo Tofukuji turned the 5/8 mile track into a mile long track by taking lines that had him hitting some berms twice. He didn't go as fast as the Americans, but he went a lot farther; Pyramid powered Jimmy Weinert had half the crowd with him and half against him as he and Bad Brad Lackey went at it in a motocross version of bumper cars in the first moto. Who won the duel? Steve Stackable, who passed both of them after they took each other out.

History lesson

Former World Motocross Champions Rolf Tibblin and Jeff Smith stood in a stadium that wasn't built until after they were born and watched riders who were in diapers when they were stars and shook their heads a lot. For the first time in AMA motocross history pit passes were sold so that the spectators could see the factory equipment from behind snow fenced aisles. For the first time in L.A. Coliseum history the fans got to see the athletes in their skivvies — let's see the Rams match that!

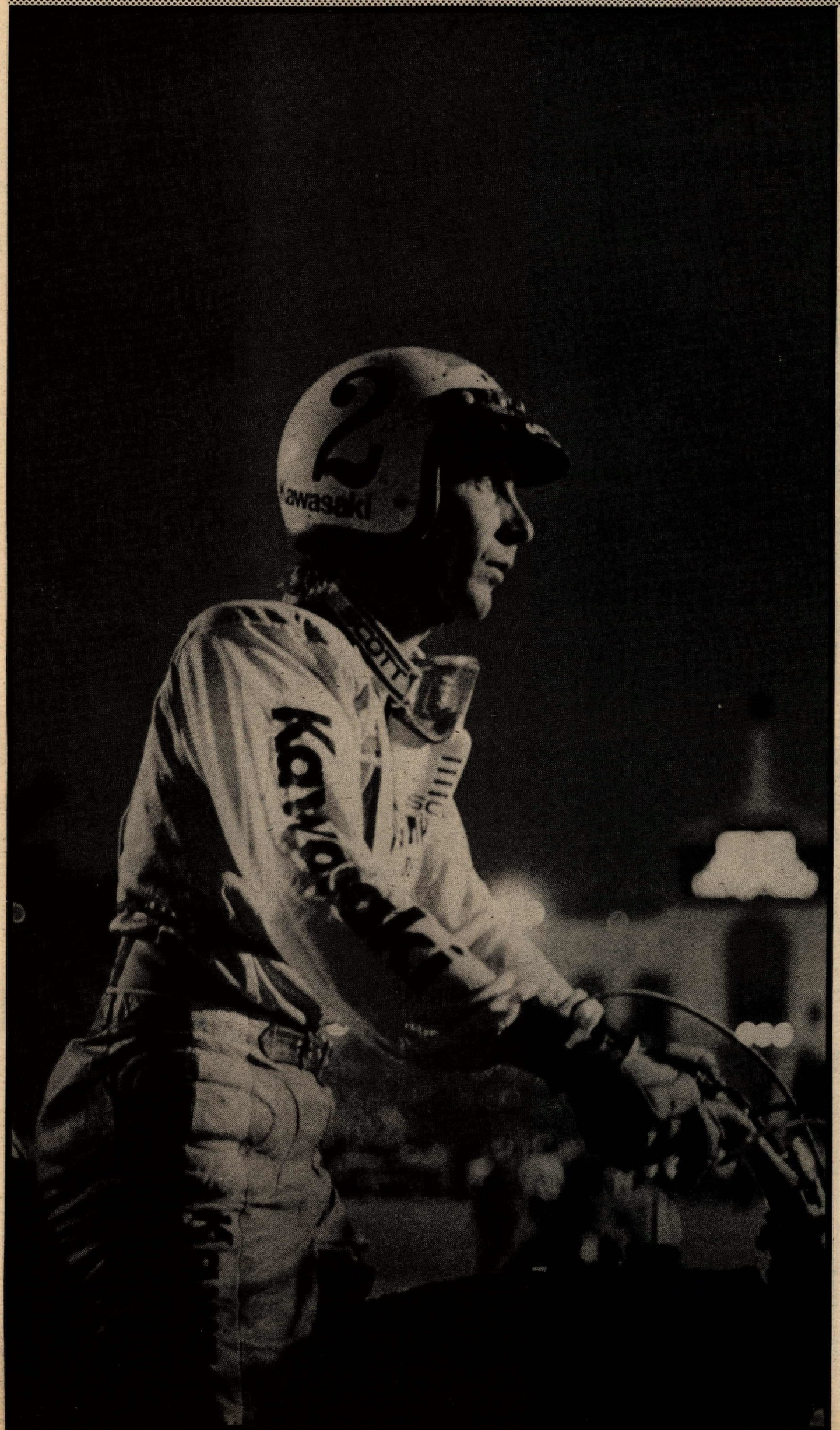
Lost in space,

Missing from action was announcer Larry Huffman who was replaced by the vocals of Bruce Flanders and Steve



(Above) High-flying Jimmy Ellis put his second Superbowl crown in his pocket with a 1-1-2 performance.
(Below) The night's top three riders were Jimmy Ellis (5), Pierre Karsmakers (4), and Tony DiStefano (1).

PHOTOS BY JODY WEISEL, MIKE YADA, CHUCK BURRIS & JOEL JAMIESON



Evans. They sounded fine but didn't dress in a tux or do the hop. Luckily road racer Steve McLaughlin wore the tux and added mirrored sunglasses. To a night race? Stevie was kept hopping to insure that everything went smoothly — from getting comp tickets to hangers-on to making sure that America's premier motocrossers took their hats off during the National Anthem. Also missing from action was Japanese ace Yoshifumi Sugio who crashed his Yamaha hard in practice hitting his chest on the crossbar. Sugio developed an irregular heartbeat and was rushed to the hospital for observation. Yamaha could have used a hurricane by the name of Hannah to come and blow the house down. But Yamaha is not talking to promoter Mike Goodwin, nor is Goodwin talking to Yamaha. Their lawyers do their talking in court. Thus this year's superstar elected to do his riding in the upcoming 125 Nationals.

The story on Joel Robert sounds like a fish tale. Joel couldn't get a release from his federation (the Belgian version of the AMA) because the federation prez went fishing. When they found him in knee waders and flies it was too late, cuz Joel had gone fishing.

Head of the department

In the missing but not gone department we have the chain on Rich Eierstedt's Honda. It stepped off going up the uphill and Rich rolled into the stands. Eierstedt came back to win the next two motos and clinch the super series support class standings, but not the Superbowl.

In the missing and gone department was second gear on John Savitski's Suzuki. John had driven all the way from the East to ride and lost second gear on the third lap. John kept on riding because he and mechanic Bevo Forte needed the last place 250 money to get back home. In the missing but never really there anyway department were the brakes on Kenny Zahrt's Maico. Zahrt hung in there anyway to take third overall in the 500 Support class in one of his first rides on a big bike. Another first was Team Suzuki's Bob Elliott who took second in the 500 Support class in his first ever night race.

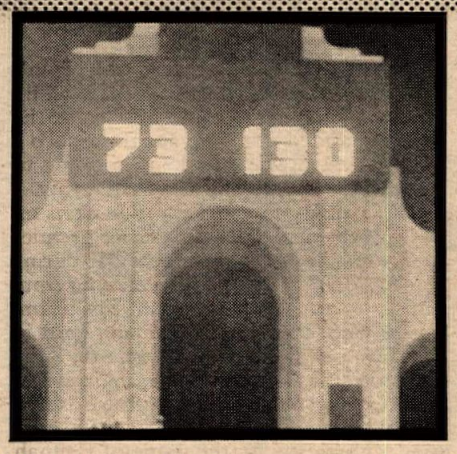
Down at the infirmary

Indoor races have a high injury rate and the Superbowl was no exception as 500 National Championship points leader Kent Howerton crashed at the bottom of the uphill and was run over by Jimmy Weinert. A footpeg caught his shoulder and a 4.60 knobby raked his back. Texan Howerton was only 14 points behind Weinert for the series overall, but had to park his Husky for the next two motos. Pierre Karsmakers finished second overall with a 2-4-3 in the 250 class, but in the last moto while leading he flew up the peristyle jump, and as the crowd waited he didn't come back down. "It was too dark," Pierre said, "I could not see and crashed into one of those barrels. They are filled with cement." The 55 gallon plastic barrels were filled with water, but it was hard water as Karsmakers right wrist was swollen and bruised from the contact.

And something blue

Old and new Superbowl stars were in abundance as Marty Tripes, former two-time winner, could never get going on his DG Yamaha. Perhaps the newest star was 500 Support class winner Pat Richter. "I've been racing eight years, and I hope to make it this year," said Pat. Richter took his snow while 400 KTM to three strong moto finishes that ran the gamut from holeshots to coming from behind.

In pursuit of Richter for the Superbowl Support class title was a 16 year old shooting star named Jeff Jennings. For those fans who live vicariously through the riders, Jennings rooters were in for a heart attack. The young Suzuki rider kept the throttle



More than ever before.

wired in some totally berserk situations. The odds finally caught up to him at the start of the third moto and so did the pack as they ran over him when he crashed.

Tony D. crashed twice in the first 250 moto and kept coming far and fast enough to take advantage of the Weinert-Lackey shunt to finish seventh. The D. came back inthe second moto to make a desperate broadslide attempt to pass an equally sideways Jimmy Ellis for the lead. The Suzuki never got a bite and Tony bit a haybale. "They're not hay. They are straw." said DiStefano who got a good close look. Tony recovered quickly to finish second in that moto and cleanly won the third round to finish in third behind second place man Karsmakers.

For whom the bowl tolls

Who won the Superbowl? Can-Am's Jimmy Ellis totally dominated the action from the opening shots of time trials when he was almost a full second faster than the next closest man. Ellis was a flying fool as he aviated his Canadian machine to tremendous distances over the jumps. The first moto was a romp, the second was made easier by DiStefano's error and the final round was a security putt. Captain Cobalt becomes the second man to win the Superbowl two times in a row. Ellis was ecstatic as he kept saying "It feels great!"

And it did feel great. Jimmy has had a tough season since his opening win in Hangtown, but now he's back on top. It also felt great for motocross because they put more people in the stands than the Daytona 200 or the College All-Star game. •

Results

250: 1. Jim Ellis 1-1-2 (C-A). 2. Pierre Karsmakers 2-4-3 (Hon). 3. Tony DiStefano 7-2-1 (Suz). 4. Steve Stackable 5-5-4 (Suz). 5. Gaylon Mosier 6-9-8 (Mai). 6. Brad Lackey 8-3-12 (Hus). 7. Marty Smith 10-8-6 (Hon). 8. Jim Weinert 4-6-15 (Kaw). 9. Terry Clark 11-11-5 (Kaw). 10. Tommy Croft 14-10-7 (Hon).

500 SUPPORT: 1. Pat Richter 1-3-2 (KTM). 2. Bob Elliott 3-4-5 (Suz). 3. Ken Zahrt 6-6-3 (Oss). 4. Luke Messer 4-5-6 (Mai). 5. Jeff Jennings 2-2-17 (Suz). 6. Eddie Cole 8-8-8 (Bul). 7. Rich Eierstedt 23-1-1 (Hon). 8. Wayne Boyer 5-7-15 (Bul). 9. Jeff Foland 16-9-4 (KTM). 10. T. Claire 7-12-10 (Suz).

250 NOVICE: 1. Jeff Vidic. 2. Brian Jodry. 3. Marty Moates.

FINAL SUPERSIERS STANDINGS: 1. Weinert 323. 2. Karsmakers 317. 3. Ellis 293. 4. Howerton 274. 5. DiStefano 250. 6. Stackable 237. 7. Mosier 214. 7. Smith 214. 9. Clark 172. 10. Croft 160.

The Los Angeles Flash.

(Above) Pat Richter rode a heads-up race to win 500 Support, while (below) Gary Chaplin and bike watched.

Wagner Cup World Championship Trial

Lampkin wins; Whaley serves notice

In best placing by an American yet, Marland Whaley came within six points of winning a world championship trial. Facing page. Canadian Bill Sparks just getting into trouble in sparkling Trap 15 streambed. Inset, Rathmell at the Section Eight turn — perfect or else!

By Lane Campbell

GOLD BAR, WASH., JULY 25

Martin Lampkin (Bul), on a bike that others said "is so stock it's sickening," made the World Trials Championship a three-way race

toward year's end by winning this second running of the Wagner Cup; and Marland Whaley, riding what may someday be your basic 1978 (or 1979, or . . .) Honda production trialer, came within six points of making history.

"I took a couple of really stupid fives, in 13 and 14, on the second loop," Marland said. "And what's worse, it was right in the easy parts, while my mind was concentrating on the rough stuff ahead." But for those two blemishes on an otherwise stellar ride, he would have been the first American ever to win a world championship trials.

Lampkin's win gives him two wins, two seconds, two thirds to early points leader Malcolm Rathmell's three wins, one third and Yrjo Vesterinen's two wins, a second and a third. As all the riders begin casting off their worst performances in the net, or championship determining points totals, it is, at this point, wide open.

The setting for this American round is unmatched anywhere in the world, except possibly for the footings of the Swiss Alps, which the area around Gold Bar resembles to a startling degree. The little town, your classic "wide spot in the road," nestles in the skirts of one towering dark-green mountain with the tiny white slash of Wallace Falls winking out at you as you approach up U.S. Hwy. 2. Beyond, looking so close you could touch them, spiky snow-covered crags rake the sky. It is high summer in the valleys below, rich and green with snow-melt runoff and occasional summer rain. Yrjo Vesterinen called this the best trial of the entire 1976 season, and not just for the scenery.

The 23-mile loop (to be ridden twice) was a bit lopsided with sections in one area, because a private landowner had reneged on access permission, forcing the entire trial onto state land. But the sections themselves were outstanding in their variety, totally natural, many of them quite wide with a multiplicity of possible lines. Their overall difficulty produced a points spread from Lampkin's winning 25 to over 200.

High point for many spectators was Section Eight, a climb and traverse of a giant tilted rock face, and nearby Section Nine, a natural rock staircase with the "rise" and "tread" of each step being about six feet, average. Eight was especially exacting and a little dangerous, with a crucial right turn in the face of the great rock slab that left little margin between a perfect turn and a 75-foot drop, as Don Sweet almost found when the front end of his Cota 348 got away from him, momentarily. A desperate five, barely clinging to the trail.

First clean here was Yrjo Vesterinen, the third rider through. Lampkin dropped a one; Nigel Birket floated his trick 325 Suzuki's front end beautifully around only to take an instinctive "safety" dab after the turn was completed. Mick Andrews caught the rear wheel and prodded with his right foot to clear away; Lane Leavitt got in real trouble but saved it with a long, powerful prod for a one. Then a real surprise, Jeff Hawkins, riding a 175 Powroll Honda out of Portland, Oregon, cleaned it with full control all the way up. (But Jeff would later miss two sections after losing part of the loop trail, taking a disastrous 100 point penalty.) Manuel Soler, Bulto's intelligently handsome grand-nephew, floated the turn beautifully for a clean; Rathmell also got a deliberate, intensely-concentrating clean; and Marland Whaley, with a Herculean haul on the bars at the critical point, got his Honda around the turn for a clean.

The other Honda teamsters, Mark Eggar and Joe Guglielmelli, fived it at the turn on the first loop. Mark broke off his kickstarter during the second loop but managed to finish with a slight time penalty and a score of 67.1, good for tenth. Joe, who had trucked his practice bike here in a pickup piled high with sweet onions (his main livelihood is the growing and selling of same), got into the top ten at seventh overall, with a vastly improved second loop ride to finish on time, 48 points. Don Sweet was another American into the top ten at ninth, 55.7 points.

Good, bright sunlight made Eight and Nine a magnet for photographers, but much of the drama was produced by traps 14 through 20, and by Marland Whaley's charge through them. A jam-packed spectator gallery crowded around 14 and 15, on either side of the road bridge across May Creek. The traps were in and out of swift water with large, round, slimy bounders a-plenty.

Coming out of the water in 15, Canada's Bill Sparks scattered one knot of spectators, almost looping twice on the slick rocks but maintaining enough forward motion to save a desperate three. And Marland, in 14, ran over several watchers' feet, fived, called for a re-ride due to spectator crowding and got a clean. Another forceful, bar-hauling clean in 15, and he was pumped. His elation and drive carried him on up a steep water course through 16, 17, 18, 19; then to another forceful, hard-charging clean in 20 – right up a waterfall cascade! He went on to a 13 point first loop, just one point off Lampkin's pace.

Although anticipation was high, it would be those two disastrous fives which would set Whaley back, finishing the second loop with 18 to Lampkin's 13. Vesterinen, with a sparkling 12-point second loop, was in third with a 35 point total. Rastus, acknowledging maybe one five too many, was fourth, coming in right on his last minute, goggles down, hanging off in the turns in a race for the finish. Fifth by ticks of the clock was Suzuki rider John Metcalfe, after a bit of drama and a protest.

John had broken an axle on the second loop. Borrowing a replacement from a spectator's bike, he continued on with a course marshall in tow to check him, for a couple of the section observer crews had left early (having been told that Metcalfe was a DNF). With no way for the observer to keep up with John in the woods, it was agreed that 30 of John's 38-minute penalty be waived due to delay. Had he been on time, he would have been tied with Rathmell, for their section scores matched exactly; cleans, ones, threes and all.

Joe Guglielmelli came in sporting that much-improved second loop score to loft him to seventh behind French Champion Charles Coutard and ahead of former World Champ Mick Andrews. Joe said if he would pick a tough section out of this trial, it would be 25, which few saw – the final section of the loop in deep water with huge rocks. No one had cleaned it that Joe knew.

There had been much of the expected congestion and flap with hordes of spectators, many of whom insisted on riding full-chat on the traffic-clogged forest roads. At least three were hauled off, injured.

As the best trials riders in the world waited for the traffic to clear, sitting about the Gold Bar village green like so many picnickers, Rastus asked Lampkin after a sip of Oly, "What do you think of American beer?"

"A little cold, it is, but alright," was the reply.

"Here, try some of this Colorado Kool-Aid."

Just a bunch of the boys, after a perfect Sunday woods ride. ●

Results (provisional)

1. Martin Lampkin (GB) 25 (Bul). 2. Marland Whaley (USA) 31 (Hon). 3. Yrjo Vesterinen (Fin) 35 (Bul). 4. Malcolm Rathmell (GB) 43 (Mon). 5. John Metcalfe (GB) 43.8 (Suz). 6. Charles Coutard (F) 47 (Bul). 7. Joe Guglielmelli (US) 48 (Hon). 8. Mick Andrews (GB) 51 (Yam). 9. Don Sweet (USA) 55.7 (Mon). 10. Mark Eggar (USA) 67.1 (Hon). 11. Nigel Birket (GB) 73 (Suz). 12. Marv Heath (USA) 76 (Bul). 13. Manuel Soler (Sp) 81.1 (Bul). 14. Jean Marie LeJeune (Bel) 91 (Mon). 15. Lane Leavitt (USA) 92.5 (Bul).

Western hotline

Another Sunday goes up in dust as a pack of hyper-active CMC Pros spend their hard earned leisure hours bustin' berms at Carlsbad.

Second place finisher Mark Tyer (Hon) just off 125 National circuit.

MIKE KLINGER

Carlson still king at Ascot MX

By Mike Klinger

GARDENA, CAL., JULY 22

A king of the hill shootout was staged this past Thursday night at Ascot MX. The combined classes of 125, 250 and 500 Professionals proved that FMF racer Dave Carlson is still the man to beat on the tight, rough Ascot track.

The 450 Maico of Val Tamietti plunged into the first turn of moto one bar-to-bar with 250 rider Tim Hart (Suz). It only took Carlson two laps to shoot into the lead and put ground between himself and Tami. Battling for third with Hart was 125 National competitor Mark Tyer (Hon), but Hart's 250 RM outlasted the 125 Honda.

Carlson's moto two ride was utterly fantastic. He grabbed the holeshot, was never contested for the entire ten lap event and rode flawlessly from turn to turn. Tyer pushed Carlson in the opening laps but quickly fell off the pace. Carlson won overall, Hart was first 250 and Tamietti was first 500 Pro. Remember, Superbowl ticket stub holders are admitted free this Thursday night at Ascot MX, July 29. •

Just another Saturday at Saddleback

By Danny Raymond

IRVINE, CAL., JULY 24

Former 125 hotshoe, Greg Robertson, now sponsored on a Mid-Valley factory Ossa, took home top honors today in 250 Pro action, while Bryar Holcomb went 1-1 to score an easy Open Pro win. Greg Painter came alive in the second Open race to finish second overall behind Holcomb.

During the 125 Pro race, Arden Hadley rocketed to a holeshot while Lance Moorewood (Suz), Bruce McDougal (T&M Hon) and Tony Wanket held court in hot pursuit. On the opening lap Hadley unmounted at the bottom of a small jump, allowing Moorewood and McDougal into a battle for the lead. As the pack thinned out McDougal made his move for the lead, but surprisingly, once Bruce passed Moorewood he couldn't shake him off his tail. Before the end of the moto, Tony Wanket was making an unsuccesful move on the leaders. At the checkers it was McDougal first, Moorewood second, Tony Wanket third, and Pete Wanket running a distant fourth.

McDougal failed to show for the second moto. Moorewood led for more than three-fourths of the race until Pete Wanket made his way into an important first, giving him a sure second overall behind Moorewood. Pete's brother Tony held off Kurt Sofka and Mike Loper to give Tony a well deserved third overall. •

CMC Carlsbad Crash & burner

By Patti Trotter

CARLSBAD, CAL., JULY 25

The CMC crowd seemed to be off a little today. Probably due to the *Superbowl* last night and the AMA's 48 hour no riding rule.

CZ rider Fritz Schlegel was caught in the traffic at the start of the 500 Intermediate class, went down on the first turn, and turned up a last place start. Remounting, he wicked it on and worked his way back to the lead position, where he crashed again and wiped out his back brakes. Fritz managed to get going again and won the moto. That's determination!

In the second moto Fritz was eager for the win. While smokin' his way around the course he got tied up with a slower rider at the top of the infamous Carlsbad Ledge, and again went down, only to be run over by another rider who totalled Fritz's bike. The other 15 riders continued on for a super race and 500 Intermediate winners were Dale McKinney (Bul), Dale Anders (Bul), and Johnny Bar (Suz).

250 Pro rider Danny LaPorte grabbed the holeshot in the first moto and really started dialing in on. It looked as if Danny was going for the win when the front wheel of his Suzuki broke and he had to be satisfied with second. Ossa rider Greg Robertson was Danny's closest competition and he gassed across the finish for first.

With a new front wheel mounted LaPorte was ready for the second go. LaPorte, Robertson, and Suzuki

hounted Scott Montgomery charged ut in front of the pack and stayed here for the entire moto.

125 Intermediate Steve Taylor (Suz) as off the line, smokin' his way around he track, with a pack of 15 riders after im. Vince Kreizinger (Hon) worked his ay past Steve, who was left to fight it ut with the others guys. Steve found a ally trick way to get out of the dice, rashing at the bottom of the down hill, roaking the gears in his bike. Corky loore (MM) was looking like a flash ntil his bike gave out and left him itting at the bottom of the downhill vondering if it was all worth it. After all f the crashing and burning, the final tandings were Robert Evans (Hon), Vincent Kriezinger (Hon) and Bruce shmore (Yam).

The Wanket Brothers (FMF) and ohn Tessitore were top scorers in the ery fast 125 Pro class. •

Derhammer slings at Saddleback

By Danny Raymond

RVINE, CAL., JULY 25

Wheelsmith's Jon Derhammer flew his Montesa mount to easy wins in both 250 and Open Pro classes. Jon's domination of the races was so great that it looked like he had to wake himself up as the checkers dropped, ending his motos. Mike Rodman (Kaw) rode an easy going race to finish second in the Open Class with Richee Collins, coming from way behind, finishing a close third.

As the 125 Pros exited the first turn it was the yellow and red Flying Machine Factory Hondas of Dave Carlson, Cliff Lett, and John Atwood storming into the lead, with Scot Clifton (T&M Hon), and Jim Domann (MM Hon) in a close chase. Right away Carlson charged into a good sized lead, as did Lett for second. Domann fought for nearly ten laps to pull a slight lead over fourth place, John Atwood, only to pull off the track with bike problems. Atwood held on to his third long enough to put Lance Moorewood in fourth and Kurt Sofka rounded off the top five positions.

Again, in the second moto, Carlson made a dash for the lead and was never again challenged. While holding on to a solid second place, Atwood's Honda went sour and forced him back to a distant tenth. Sofka slipped his Q & E Yamaha into a lasting second position, Cliff Lett third, while Mike Raines (MM Suz) and "G" Gonzales (Hon) finished four-five. •

Results in Results Section.

CRC at the Dunes

By Laszlo

VALENCIA, CAL., JULY 18

As CRC ventured back out to Indian Dunes to run their race on the International track, close to 200 riders showed up.

Some of the trickest 125cc machinery available was between the legs of the riders. The start of the first moto saw Willy Simons cookin' toward the first turn with Bobby Jones, Mark Lawrence and Jeff Jennings running close behind.

Lawrence kept his Crown Cycle Yamaha right behind Jones until the start of lap two. Coming around the turn, Jones missed a gear at the same time that Mark was gettin' on the gas, their knobbies hit and suddenly, Lawrence found himself doing backflips without a mat to land on, while Bobby managed to straighten himself out while holding on to second. With Lawrence out of it, Suzuki rider Jeff Jennings took over his place. Two laps later, back in the sandwash, Jones and Jennings tried to lap some slower riders. Bobby

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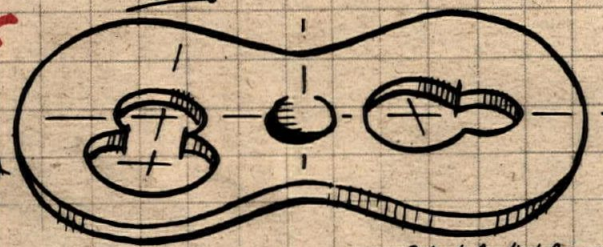

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Western hotline

(Above) A sideline shot of the 500 Pros ready at the gate and set up to let loose on AME's regular Sunday MX. (Below) Hal Strauss demonstrates his 250 Expert abilities on the International Track.

tried the outside line but Jennings slipped underneath all of them to take over second. The white flag went out with Simons way out in front, Jennings and Jones in second and third. Half a lap later, Jeff slid out in the rear sweeper, letting Jones by for second, dropping him back to third.

In the second moto Bobby Jones got the holeshot, but he let Jennings slip by during a WFO drag race off the rear jump. Cole also powered by Mr. Jones a few laps later. They finished the moto in that order, giving Jennings the overall win, Jones second and Simons third.

The 125 Novices resembled a kamakazi practice session in the first moto. Four different riders led the six-lap race, only to fall back in the pack soon afterwards. Honda mounted Kurt Headlund, the fourth such rider, managed to climb back on top of the pack by the time the checkered flag fell. Kurt was also in front at the start of the second moto, this time to stay.

In the third moto, David Wilson put everything he had into the first turn, and kept his Yammy screamin' to the dropoff where he got a little out of shape on his take-off. He didn't lose his position, but he dropped about half of the lead he had held over Headlund. Kurt passed him later that same lap on the way to his overall win. Butch Roberts, with a 3-4-6 finish collected second overall with Bob Vasichek in third.

In the CRC Veterans class (for riders 30 years and over) Dick Yeats, an old regular who has just started back on the comeback trail, Grand Slammed the Senior division with three consecutive victories.

The announcer was poking quite a bit of fun at the Juniors, Bill Burkhart in particular. Bad, "Big-Mouthed" Bill won the first moto with room to spare, after entering the race in last place. But from the second moto on, it was all downhill. The second moto could have been all his also, except he forgot to suck on his trusty bottle of Geritol before heading for the starting line. He finished third, but give the credit to his bike, not his body. The third moto he claimed that he was hit . . . twice yet! Maybe so, but when you're in last place, who is there to hit you? •

Cole vs Cole at AME MX

By Ted Titmas

VALENCIA, CAL., JULY 11

The 500 Pro class made Indian Dunes' Shadow Glen course the site of some great riding and super action. All the riders were really putting out, but Donny Hansen (Yam) stole the show. Donny took the lead as soon as the gate dropped, Jim O'Neal (Mai) followed Hansen in second, exhibiting excellent form, making it tough on third place rider Dave Haugh (Mai). Tom Claire (Suz) worked hard at passing Haugh while Tom Webb (Mai) tried desperately to take over Clarie's fourth position. As Webb attempted to pass Claire he chanced a move that caused both riders to tumble. Claire managed to pick himself up but Webb was unable to re-enter the race, his handlebars bent and useless. Haugh exhibited some of his number one plate form as he passed Jim O'Neal. Hansen took his first place right to the finish line for a first overall. Haugh finished second overall and Mark White (Hus), playing it cool, finished third.

The 125 Pro class turned into a family affair as brothers Eddie and Craig Cole took home first and second place victories. Jim Hale (Hon) was back in the competition after a few months vacation, adding to the action. Eddie Cole was flying on his finely prepared Bultaco and won the first moto. However, in the next moto Eddie's younger brother Craig, who rides a Honda, grabbed the holeshot. Superfast

Bobby Kline (Hon) was second, closely followed in third by Jim Hale, Eddie at this point could do no better than fifth. Kline, who is a difficult rider to pass, lost his second place spot to Jim Hale after a few laps. While Craig was secure in the lead, brother Eddie was ripping up the track, making up for the time he lost at the start. After only six laps Cole had managed to get by Hale and Kline. He was moving so incredibly fast that he soon was on the tail of his brother Craig. In spite of his speed, he did not take over first which gave Craig the win for a second overall. Eddie scored first overall and Jim Hale took third. •

Results in Results Section.

Over The Hill Gang rides again on the Mini Shadow Glen

By Lucious LeRoy

VALENCIA, CAL., JULY 18

The race committee laid out an almost unbelievable course on the Mini Shadow Glen course for 60 riders and 39 family members who showed up at the line. The ladies were led by Lady Flippin followed by Lady Drywall , who was contracting for a shot at Lady Flippin. Third went to Lady Delicate (she hasn't complained about her name, yet).

Kids under 12 were watching the rear fender of Keith Songer, who was chased by Tacky's boy Mark Ford. Brent Russell showed Dad, Ruptured Rusty, how it's done in his third place conquest.

Lou Massello was heard telling Dad, Lewd Lou, it was easy to get a first, just watch me. Second went to Phil Ramos, followed closely by Bob Butler.

OTHGA Novices were swallowed up by Gobbler George, with Rocket Rodney orbiting into second.

The Intermediates were planted by Daisy Dave with Tinkle Tom trying to tinkle on him, but couldn't make it.

Jerky John settled down for an Amateur win, trying to get away from northerner B.O. Bob.

Lanky Larry carried home all the Expert marbles with Tacky Tim in second, still determined to beat him.

Juicy Jim squeezed out a first in the Beginner class and Bullheaded Bill got a second.

A great day on a totally different track was had by the Over The Hill Gang and their families. •

Results in Results Section.

Old Timers Oh, my achin' eyeballs!

By Dal Calais

VALENCIA, CAL., JULY 18

More than 50 of the Over-40 group showed for the Endoes District 37 MX event this warm, bright day at the Shadow Glen course. By the end of the day all the old boys were well worn out.

Blackie Lewis continued his streak by streaking around both motos 1-1 for top spot of the day with Marvin Olson close by for second. Jim Warden was right there for third and Norb Brown came from eighth in the first moto to third in the second run, on his screaming 125, for fourth overall.

In the Expert bunch, Al Dennler took the second moto and first overall for the day, with Tom Hoyle in second.

Amateurs were hot and heavy with Jim Jones riding a snappy 1-1 for the big win, with Boyce Williams raking his fully reconditioned Honda to a consistant second overall.

The Novice group was full up this day

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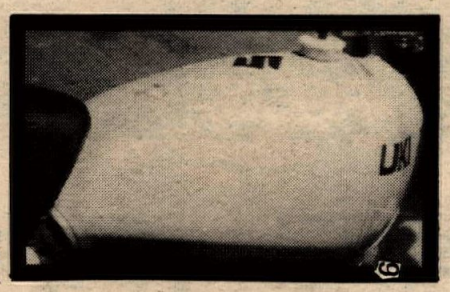

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DAN MAHONY

Terry McCreery (43) and Dylan Neihart go for it at Corona.

Double winners abound

By Elaine Jones

CORONA, CAL., JULY 14

It was a night that saw many riders win both their classes but for one exception. Mike Tidwell won everything in sight. If he rode it he won it. The Half-Mile Money race was the closest Mike came to losing and the rider that gave him the scare was Eddie San Roman. Eddie practically rode double with Mike the whole way, trying everything he knew to get by him, but Eddie just couldn't get the traction he needed on the slightly dry track.

Mike started the evening with wins in the 125 Amateur/Expert TT and Half-Mile. In both, Dylan Neihart was right behind him with Terry McCreery third. The 250 Amateur/Expert TT finished his evening's work and this time it was Al Glover who got by Dylan for second.

Dylan had his moment of glory in the 250 Amateur/Expert Half-Mile. He left no doubt in anyone's mind that the race was his as he led from start to finish. Jim Beck, newly transferred to Amateur, came from behind to get by Ron Arlt for second.

Mike DeBruyn who has been a bridesmaid for quite a while made it to center stage by winning both the 250 Novice TT and Half-Mile. On the TT it was Terry McCreery off on top with Mike right behind him. On lap three attrition problems took Terry out and Mike took over from there to go on for the win. Bill Charles, who finished second, came from off the pace working his way up from fourth. On the half-mile, Mike got by Bill Charles as his bike started going sour and it was clear sailing. Bob Callaway moved into second place and wasn't about to give it up.

Fred Conover of C. H. Motorcycles, who has had his share of mechanical problems, had everything working and captured the Open Amateur/Expert TT from Pat Dobbins and Terry Williams.

Al Glover took the Open Half-Mile as Conover argued the point on every lap and held off a fast charging Dobbins.

Terry Williams, riding out of Don's Tire and Cycle, won the Open Novice TT over a field of 11 hungry riders. Jack Ausmus led until the last lap, but Terry finally found a weak spot and got his break.

In the Open Novice Half-Mile Dave Peters, who has more fun than anyone, went wire-to-wire for the victory. Jack Ausmus locked into second and Lou Gimenez lost his third to Robert Scott who took it over on lap six of the eight lap main.

Kirk Johnson, riding the super fast Honda he just purchased from Flying Danny Perkins, won both the TT and Half-Mile 125 Novice goes. Steve Karsten and Eugene Brown were second and third in both. There were enough 100cc Novices to make up a class and it was Dave Berry taking the TT, Paul Smith got the nod on the half-mile.

Chris Gables continued his domination of the Mini class by scoring a double win in the TT and half-mile. Mike Redding was second in both with Richard Jones third. Richard collected the win in the Mini Division II TT, with Willy Hansen second. ●

Results in Results Section.

with 20 or so starting both motos. Howard Zimmerman came in late, rushed to the line for the first moto, and rushed around on his brutish Bul for first overall. It was good to see Mel Shapiro out again – way out and looking good for second place, with Darwin "Desert King" Zenser blowing sand at everybody for third. ●

Results in Results Section.

CRC-NMA mix it up

By H. Richard

VALENCIA, CAL., JULY 7

CRC has combined with NMA for Wednesday night motocross racing and the minis are really putting on a show. There was quite a duel in the Mini Expert class between A. J. Whiting (Yam) and Chris Heisser (Yam), but A. J. ran away with the overall victory for the night. In the Junior ranks Tim Tomeselli (Ind) was really smoking the field. He not only led the

JAMES BRAMMER

An impressive tourist from Oregon, W.F.O. Craun, hangs it all out at South Bay MX.

pack, but lapped them. In the 100 class John Whelchel (Suz) really showed off his riding style while leading both motos.

There was a spectacular race going in the Open Experts between Steve Rawson (Suz) and Andy Jannings (Mai). Really kicking it out in the first moto, Jannings took the win. In the second moto Dave Hensche (Mai) came up the winner and took home first place money for the night.

It was a good night for 250 Pro Doug Renno (Mai) and he went home with the overall victory. Mike Pillar (Hon) had a grand slam win in the 125 Pro class. ●

Results in Results Section.

Draskovich & Osborne zapp CRC-NMA

By Laszlo

VALENCIA, CAL., JULY 14

125 Intermediate action at the Dunes last Wednesday night pitted two best buddies against each other, Donald Draskovich and Brad Osborne.

Off the starting line, a game of follow the leader developed that never seemed to end. Donald held his Cross-Up Inc. Honda to a narrow lead over Brad throughout the entire first moto. During the second moto Brad found himself in the coveted number one spot with the younger Draskovich right on his up-pipe. Then, half-way through the race, a lapped rider held Donald back for almost two of the final three laps, permitting Osborne and his Ottows Werks Honda to widen a lead that he was never to relinquish. Brad took the overall with Donald finishing second. Chip Johnson ran a consistent 3-3 race for third overall.

The 83cc Modified Novices started in the second wave of a double wave start, yet by the finish, Tony Barbacovi and his Yamaha from Crown Cycle was mixing it up with the Intermediates and Experts from the first wave. Tony won the moto but dropped to third place in the second moto. Todd Bausch and Geoff Airey got serious during the second moto. Geoff jumped to an early lead, but Todd caught up with him about two-thirds of the way through the race, taking a narrow lead but little else. Bausch took the overall win with Barbacovi and Airey finishing second and third.

The second moto of the 125 Novice race was supposed to be *the* race of the evening. Mark Casper narrowly won the first moto after fighting off a late charge by runner-up Alex Downs.

Casper was leading the second moto, but dropped his bike twice during the race and finally finished next-to-last. Who was behind him? None other than Downs who also had a poor go at it. Greg Torgerson took the second moto as well as the overall with Joey Bertschi two points behind in second. ●

Results in Results Section.

Three Mikes & a Marty at So. Bay MX

By James Brammer

SAN DIEGO, CAL., JULY 14

Mike Tripes (Yam) removed the doubt of who is boss of the 250 Pro class with a first and a second place finish to win overall. It was his second consecutive win at South Bay against Marty Tripes (DG Yam) and Mike Stearns (Hus). The first lap of the second 250 Pro moto was a four-way go among the Tripes brothers, Mike Stearns and Mike McGowen (Hus). Marty Tripes secured the lead from Stearns on lap two and then Mike did it to Stearns on the third lap, as though to show the class point leader that the Tripes brothers are now in charge.

John Cardoza took the point lead of the 500 Pro class with runnerup Ken Frost two points down. Frost won the first moto with Cardoza stalling. The second moto reversed with Cardoza in first and Frost stalling. The two Suzuki riders were side by side over the whoops on the first lap.

Max Maple (Suz) is back and winning in the 500 Intermediate class after a very bad spill in his last race, on top of having a bike stolen at his home. ●

Results in Results Section.

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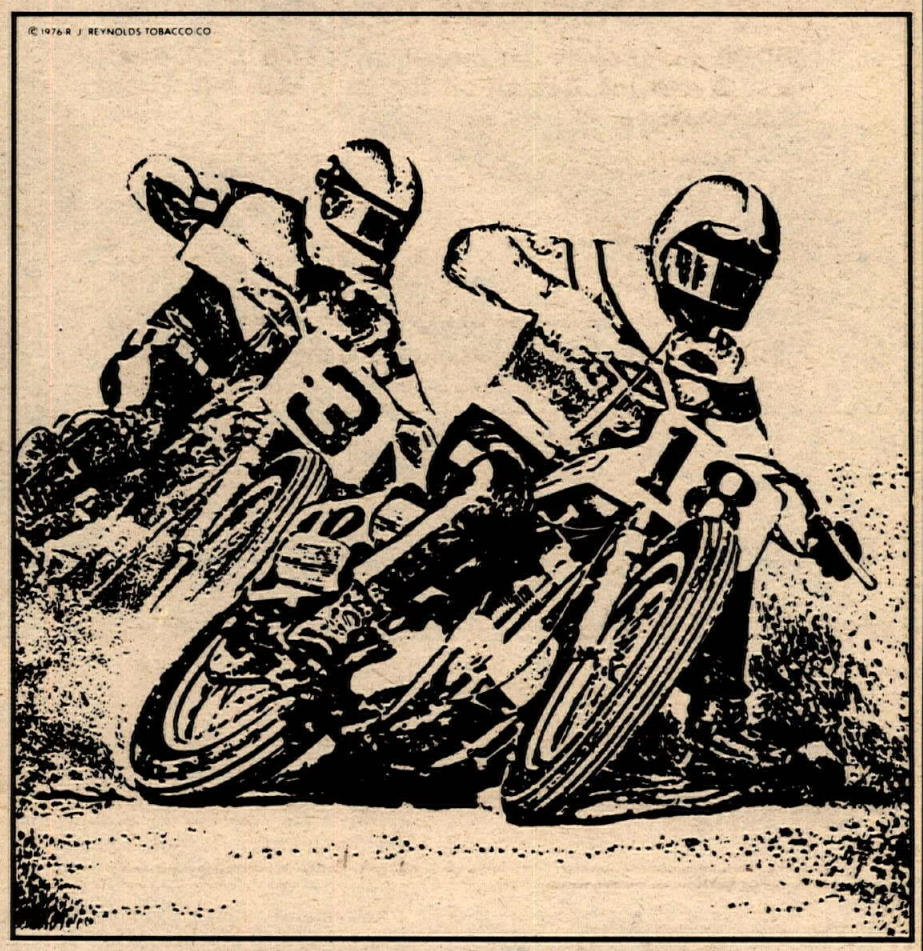

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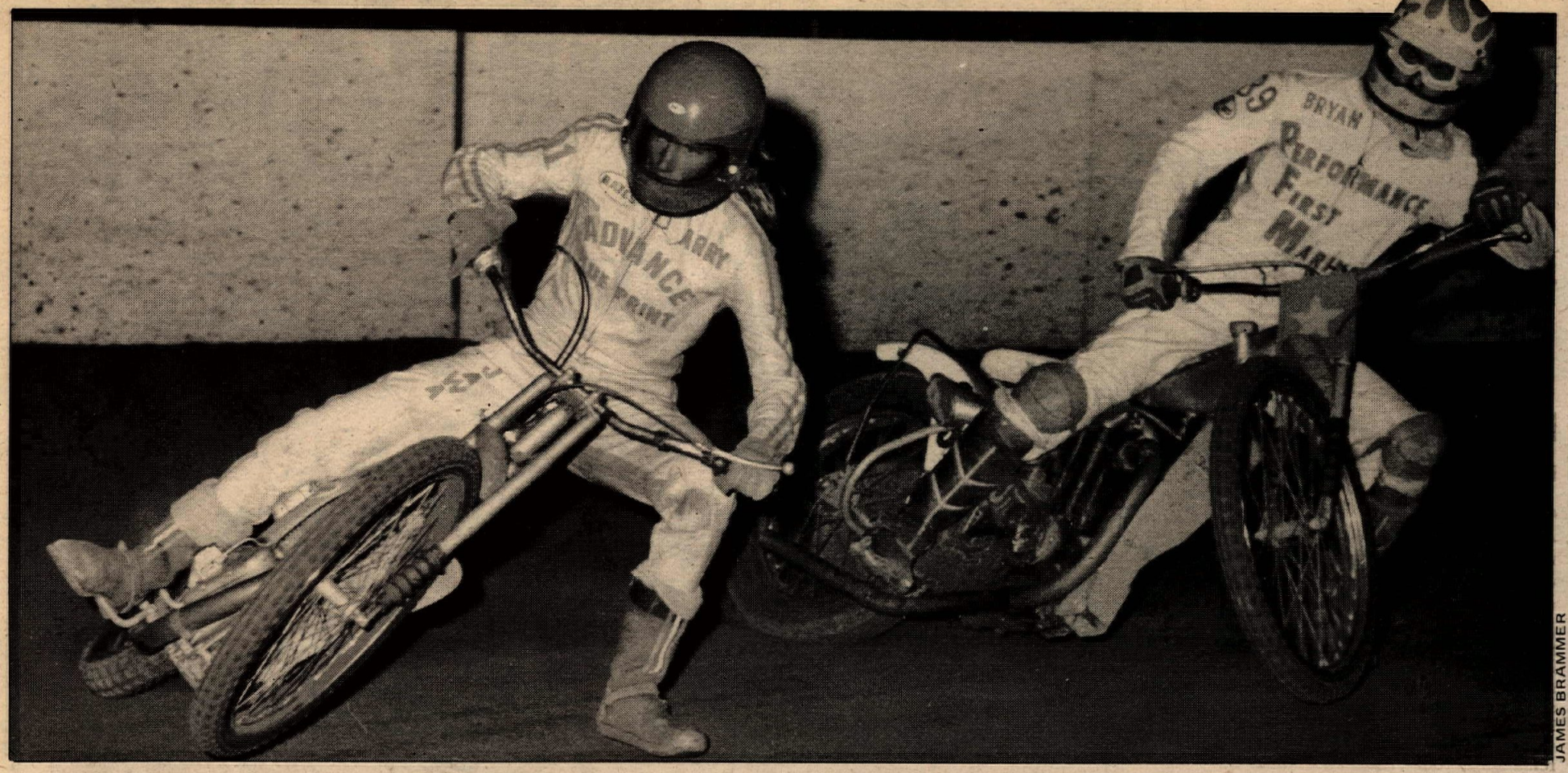

JAMES BRAMMER

Larry Kosta's front wheel comes off the ground going into a turn in the first lap of the Scratch Main at South Bay. Buffington won it.

Big Mac's day at De Anza

By Ann A. Powell

SUNNYMEAD, CAL., JULY 11

An extremely short hill at De Anza, a hill as yet unnamed, proved to be 300 feet of the steepest, roughest, unbroken, off camber trail ever attacked by a bike.

The smallest bikes, the 125s, did fairly well for the first 40 feet, the distance the hill had been cleared, but from that point on things went from bad to worse. Steve Stith's winning run of 130 feet was something worth cheering. The value of his accomplishment became even more apparent when the winning run turned in by the 175 class was a mere 100 feet and even the highly modified 250 class only reached 165 feet.

Kerry Peterson, riding his super stock 400cc Maico, first managed to top the 200 foot mark with a score of 221. Even in the Open class, only Ron Standeven on his monster Honda could best Peterson in the first round, and then only by 10 feet.

Round two of the climb saw very few riders better their earlier run. But Kerry Peterson, running a paddle tire, again took his powerful Maico to new highs. He came to a halt at 240 feet, higher than anyone so far.

Finally it was back to the Open class. Ron Standeven was determined to take that big Honda right over the top. With a groan, Standeven and the Honda came to a stop at 243 feet. It beat the previous high mark, but there was that rough struggle getting the bike back off the hill.

Right behind Standeven in the line up was Cliff Lamb. Lamb, new to hillclimbing, had built a special Harley and given it a spectacular work out in June at the Saddleback timed climb. Lamb's bike had the biggest engine, adn the load of chains on the rear tire assured him of traction. His first run had been a big disappointment, but hillclimbers have a second chance and he wasn't going to blow this one.

Lamb roared off the line. It looked like the crowd was in for a treat . . . the first (and probably only) over was coming up. Just below the crest of the hill the big Harley bucked like an unbroken pony and headed for the sidelines. He was out of bounds at the 265 foot marker. It took Lamb and five other men to bring the big Harley off the hill.

Last man to make a ride in the Open class was Neal Mackel. Mac's first run was a disappointing 190 feet, despite the fact that he was sporting a super paddle tire on his shiny Triumph. He came back for a second run without that tire. It had been obvious all day that the advantage went to those with paddle tires and chains. It looked like Mac was just making a run to get his entry money's worth, with no thought of winning.

Mac took off from the line, not even pushing the big Tri to its utmost. He smoothed over the ruts dug by earlier bikes, picked up steam in mid hill, then proceeded to romp over the top like a Sunday fun rider.

Neal Mackel showed that he could never be counted out by walking away with top brass in yet another hillclimb, this time on an almost un-climbable hill. He msut have something no one else has discovered, and whatever it is, it sure works! •

Results in Results Section.

AME Summer Series rolls on

By Ted Titmas

VALENCIA, CAL., JULY 9

AME's Friday night Helmet House Summer Series continues with large entries in all Pro and Sportsmen classes. There was some super competition in the 500 Pro class as Tom Claire, riding for Peskey's Suzuki, grabbed the holeshot followed by Rick Hatfield, Dave Haugh and Andy Jannings. On the third lap, Haugh (Mai) continued on his winning way, managing to pass Hatfield with Jannings now in third place. Jannings (Mai) followed close behind as Haugh attempted to catch Claire. At the end of the first moto, it was Claire in first, Haugh second and, in spite of a broken brake rod, Jannings took third. In the second moto Hensche managed to get the holeshot, followed by Haugh and Jannings. Haugh soon passed Hensche and Hensche dropped back to third giving the number two spot to Jannings. In the meantime Claire had fallen but was now tearing up through the pack, regaining fourth. The checkered flag took Haugh for first and first overall. Jannings finished second for a third overall and Tom Claire third for a second overall.

The 250 Pros put on a great race with contenders. Kenny Zahrt, Hal Strauss and Dave Haugh all going hard for the win. Strauss (Mai), with second place finishes in both motos, proved that consistency is equally as important as a first place. Haugh (Mai) won the first moto proving his talent is well balanced. Jim Trassano (Mai) surprised everyone by taking the holeshot in the second moto, followed by Strauss, Haugh and Zahrt on his Mid-Valley Ossa. On the second lap, Haugh fell and Kenny immediately took over third. Strauss continued to catch Trassano but this was how the positions stayed throughout the race. Strauss took the overall, Kenny second overall and Haugh third. •

Two Kings - pass the matches

By James Brammer

SAN DIEGO, CAL., JULY 17

Larry Kosta defeated Bryan Buffington in their King of the Hill match race by passing Buffington on the inside during the final lap at South Bay Speedway. But the new King's reign may be brief. 17-year old Buffington will challenge Kosta next week due to a win in tonight's Scratch Main.

Riders in the final were close as the dice between Buffington and Kosta, going for second position, developed while Robin Hood was leading. At one point Hood slipped to last and Kosta led, but at the finish it was Buffington and Robin Hood breezing by Kosta for second.

Pat Guthrie won the Handicap Main. His previous professional racing experience in flat track seems to help. After a win in the Third Division Main last week he advanced to the Second Division class with a 10-yard handicap starting position. Ted Cheek, also coming from the 10-yard handicap, finished second while Robin Hood moved up to third from a 50-yard handicap. Riders handicaps are based on previous wins. Actually it's a dual race program since the same riders get to ride in scratch racing, without handicaps.

In Junior Speedway action Louis Kossuth, from a 50-yard handicap, won while Jim Richardson won a contest by passing Scott St. John for second.

Popular "Bonzai" Wayne Ishii cut his foot to the bone in a collision. After the impact, that severely warped his front wheel and blew his front tire, he rode the bike upright the length of the track coming to a stop on the infield.

Kent Benander won the Third Division Main with previous winner Roy Farmer in third. Another previous winner in the third division, Tom Burba, was the only rider to finish the Third Division Consolation race. •

Results in Results Section.

Bales brothers bombard Elsinore TT

By Andi Gangewer

ELSINORE, CAL., JULY 10

The Novice, Amateur and Expert minis all rode together in a combined class, which made for some good racing and close competition. The beginning moto it was Novice John Bales and Amateur Bobby Garabedian up front scuffing over who would get the honor of King of the combo class. Bobby led the others to the finish line, leaving Benjie Meyer (Expert) and Jeff Eary (Amateur) nose to nose at the line for second, but Benjie grabbed it away.

In the second moto, Bobby pulled an acrobatic act right off the line, and the race was restarted. Jim Livingston hit the dirt on the first turn and the race was again restarted. Four riders were trying for second and in the commotion Bobby got shoved way to the outside and onto the berm. Jay Bales took the checkered.

The final race was an easy victory for Jay. Two trophies were awarded to the first Novice, John Bales, who finished first in his class. Jay Bales took the Amateur/Expert trophy with two wins and a fourth.

Steve Polson, who recently moved to the Expert ranks, took the gold in the 125 Amateur/Expert class.

The Big Bike Sweepstakes race was run backwards and it was old faithful Joe Steffen who led the conglomeration of bikes and riders. Larry Bird tried every trick he knew, but Steffen wasn't about to let the Bird fly by. Keith Moss was the number three big biker to cross the finish line. Steffen was awarded two Elsinore Raceway T-Shirts for his win.

R.A.C.E. for cash

By "The Tube"

CORONA, CAL., JULY 16

A bunch of 125 Pro riders all riding for cash, were "psyched up" and off when the starter gave them the green. Steve Bauer got the holeshot and was stretching out his lead when he went over a berm giving up the lead to Jim Lawson. Lawson saw dollar signs, but it didn't last long. He slid out trying to go inside the high banked berm just past the scoring tower. Mark Lester held it on for the remaining four laps and took the checkered. Bauer crashed again on the big downhill, after he had moved from eighth up to third but he held it together the remaining two motos and picked up first place money. Lester was second overall and Scott Sheedy, a first time Pro winner was in for third.

A large turnout of girl riders were present. Most of them didn't want to race among themselves, but rather with the boys, and they did fantastic. Terri Bender won the third moto of the 125 Juniors, but was only able to finish third overall due to bike problems in the first moto. The first place finisher was Ted Hoyt. Larry Clark won both the first and second motos, but had a DNF in the third.

Janet Grisham was able to trophy against the boys in the 125 Beginner class by finishing fourth. The class was won by Jerry Bomgard, second went to Lynn Hawkins and third to Dan Baker.

The 250 Women's race was a real showdown between Lynnette Zuber and Cathy Riddle. The lead changed several times, but it was Cathy who came out with the first place trophy on the strength of two wins and a second. Lynnette had one win and two seconds.

The largest turnout of 250 Pros this year were on hand to go for the 200% payback purse. Lined up handlebar to handlebar, Don Snyder got the lead in the first moto, but went down, relinquishing the lead to Goat Breker (Kaw). Kevin Callaway was in close pursuit, followed by Wayne Martin and Floyd Burk, Jr. Synder worked back up to third at the finish, Breker held off Callaway for the win. First place money went to Callaway, second to Breker and third to Snyder.

The 500 Pros were started by themselves, as usual, however, the Intermediates were started from the second line. Lee Scheffers worked his way up from the Intermediate line into second place in the Pro class, so he asked the Pros if he could ride with them for the next two motos. They agreed, since that would fatten the purse, and what Pro can't beat an Intermediate, right? Wrong! They were sorry they allowed the move later as Scheffers won the next two motos. He was awarded a second place win in the first moto since he came in second, even though he started approximately 20 seconds behind the Pro riders. The two best 500 Pros, Richee Collins and Bill Conroy were having problems. Collins just couldn't put it together, as he usually does, and Conroy had bike problems.

Results in Results Section.

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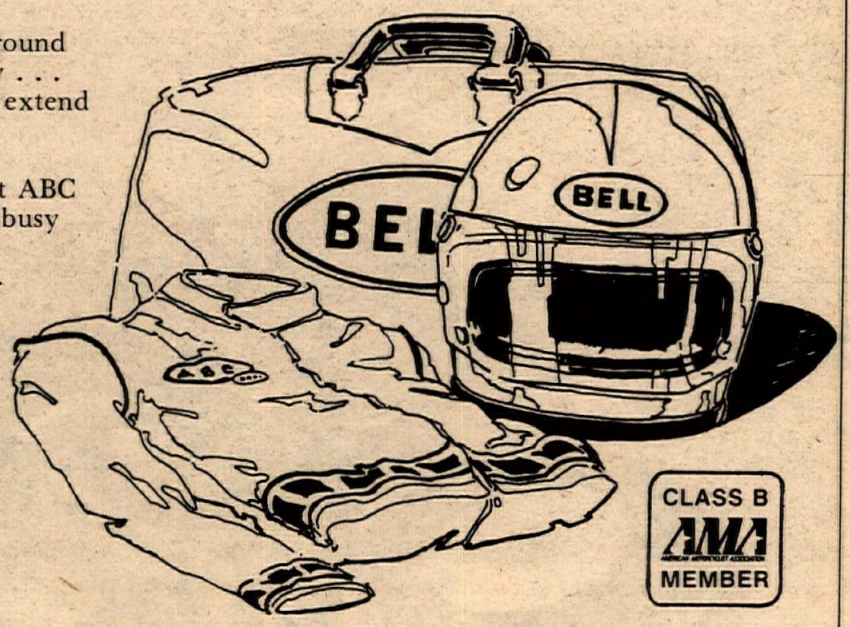

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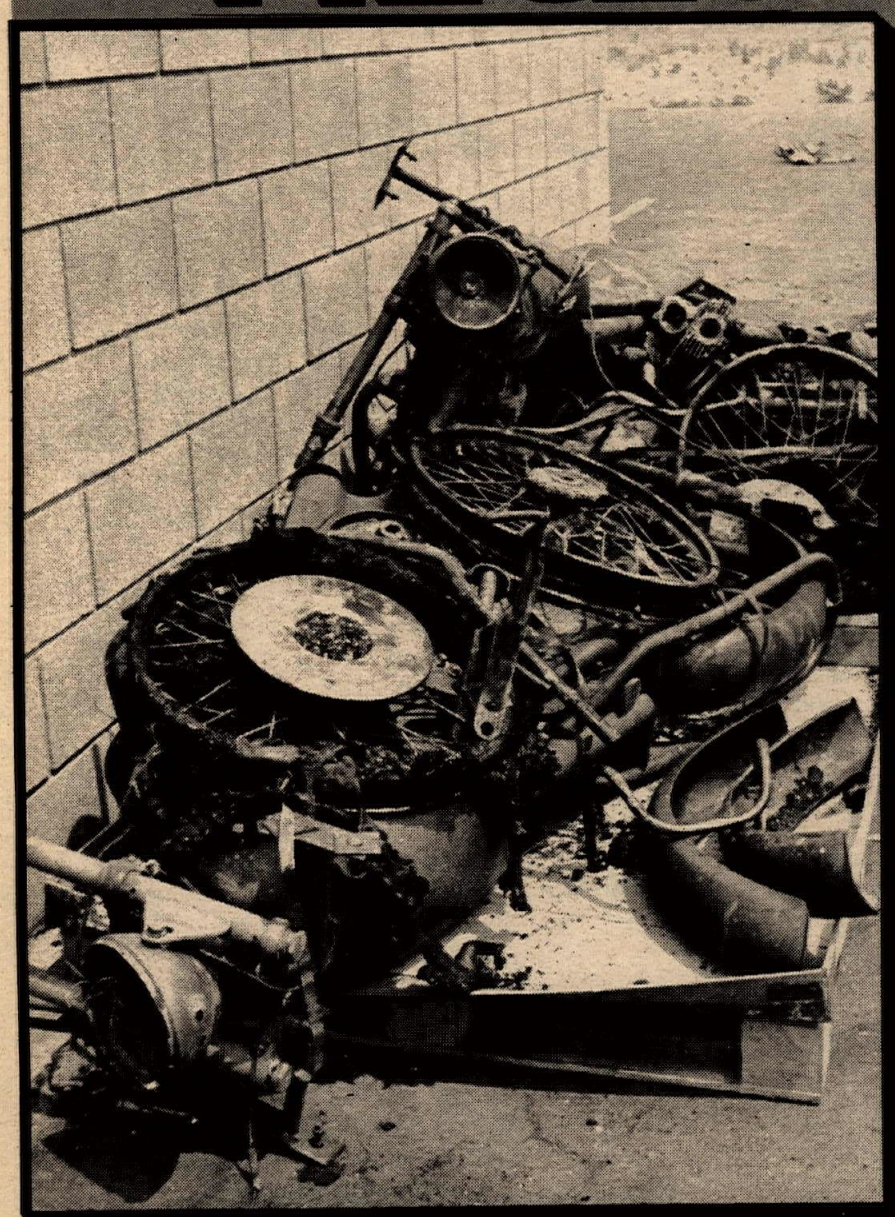

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PHOTOS BY JUDY KINNAMAN

Larry Roeseler exchanges desert comments with Bruce Ogilvie after Larry won the Fifth A

Spokebenders Bota Run

By Judy Kinnaman

LUCERNE, CAL., JULY 25

As the banner dropped for the Fifth Annual Bota Run, the overcast sky let loose with just enough rain to smear goggles. In the lead and flying through the narrow gorge at the bomb came Tom Brooks. Brooks, winner of the Bota Bag Contest the previous night, was followed by Larry Roeseler. The dust thickened as more racers flew by, but many of the top riders were conspicuously absent. Bob Rutten had bike problems about a half mile out and had to stop; Brent Wallingsford was forced to quit when his bike seized; and Bruce Ogilvie had problems with his bike when the points closed up.

The race consisted of two 36 mile loops, the first one slightly choppy and the second fast. The rain was just enough to cake the mud to your leathers and make the race a challenge.

Blasting into the finish for the overall win was Larry Roeseler, who took over the lead when Brooks experienced bike problems of his own. Finishing next was Jack Johnson, first Open Expert. Second Open Expert was Jeff Kirk, who turned in a good ride in spite of a rear flat; third Open Expert went to Mike Edmondson, who grimly persisted even after a front flat at the bomb.

Gary Conner took second 250 Expert, followed by Brian Wright. First C Bike Expert to cross the finish line was Mike Matlock, followed by Russ Jenkins and James Brown. The Trail Expert class was won by Darren Kelsey.

The laurels for the Amateur class went to Vance Schmidt, who flew into the finish fifth overall on his 250. Roy Fjastad took second Amateur 250, followed by Dennis Crowley.

Jay Orendorff charged into the finish seventh overall to take the Open Amateur class. Second Open Amateur went to Boyce Asquith while third Open Amateur was claimed by Tim Edmondson.

Reed "Valve" Johnson won the Amateur C Bike class, with Bob Carpenter and Gene Stoops, second and third, respectively. The Trailbike Amateur division was won by Rusty Blake, who was also first overall Trailbike.

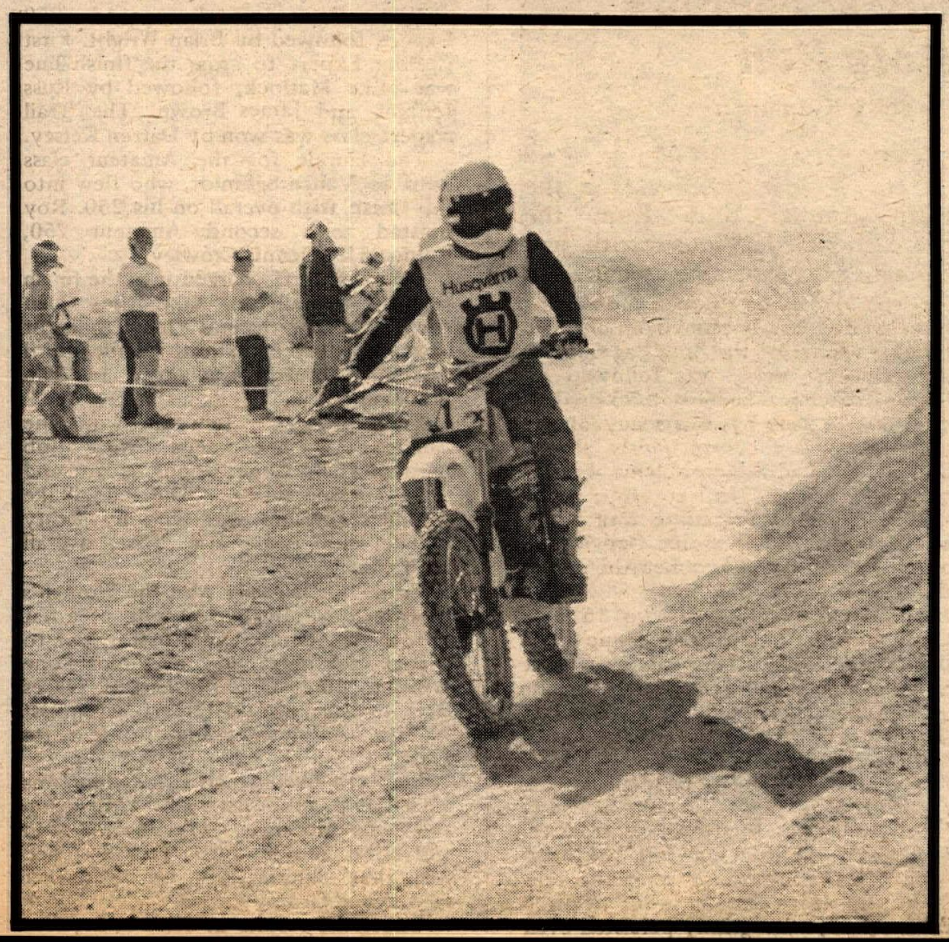
Trudy Beck easily won the Women's Division on a Husky, in spite of a flat tire. In the minute and a half it took to change the tire, she only lost one position. June Elias finished 52 places later to take second Expert, with first Woman Amateur going to Jeanette Lange.

Eleventh overall and first Senior was Dick Camp, followed by Ed Williamson and John McCowen, who took second and third Senior Open. Jack Froelich was first Senior 250, Georg Walker second and Grumpy third. ●

Unofficial results in Results Section.

ta Bag Run. They look happy — wonder what they're saying, Bruce broke.

Bota Bag contest Saturday night didn't slow anyone down.



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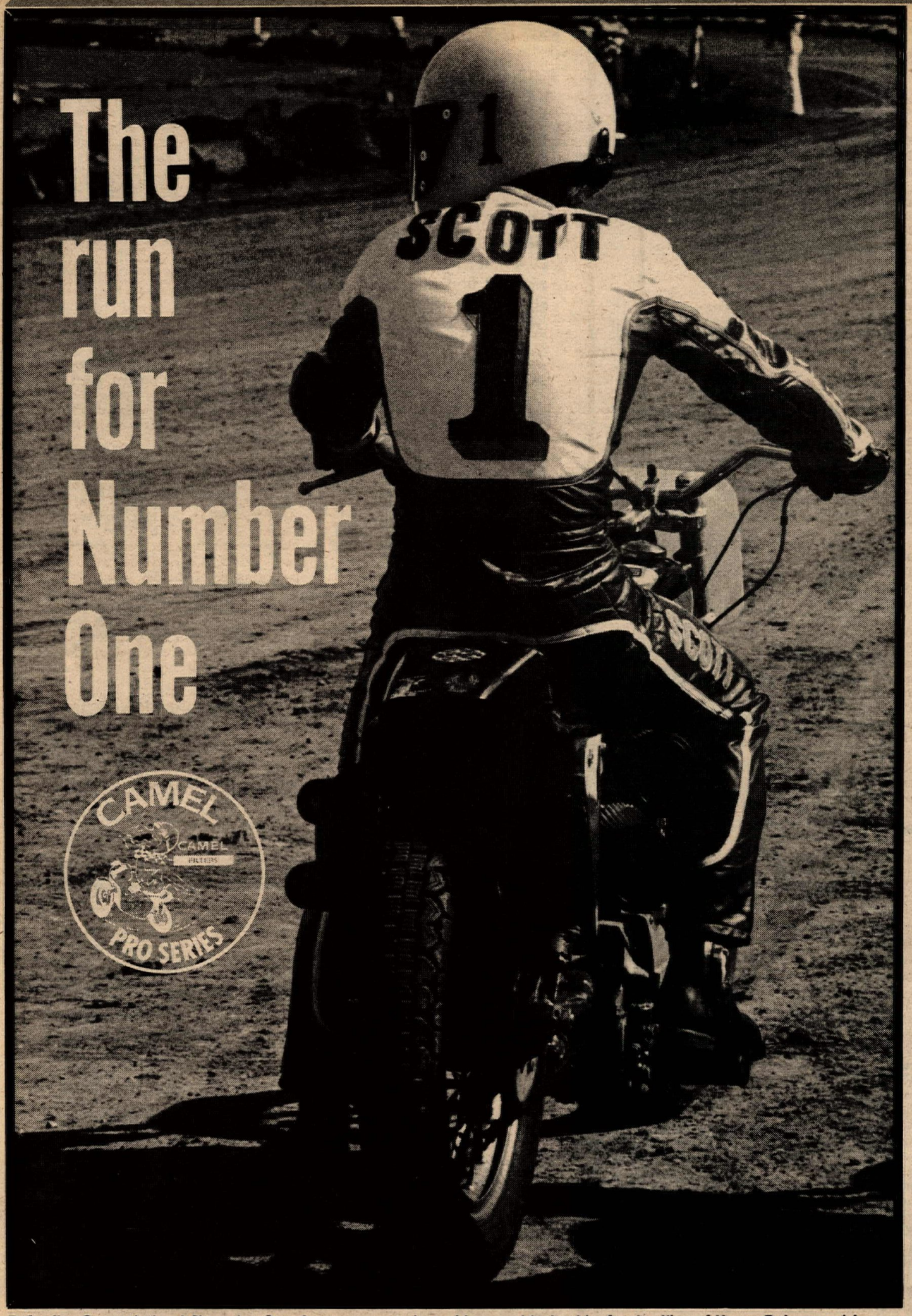
The run for Number One



Defending Grand National Champion Gary Scott appears to be looking over his shoulder for the likes of Kenny Roberts and Jay Springsteen, who are both after the coveted Number One title.

With the July 10 running of the San Jose half mile the AMA Grand National Championship/Camel Pro Series reached the halfway point in the most ambitious season (28 Nationals in 14 states stretching to all points of the compass) since the introduction of the Grand National Championship in 1954.

If the past is to be used as a mirror of the future then this season, already one of the most competitive in memory, could well turn out to be one that riders and fans will remember for a long time.

The first dozen Nationals of the season produced an equally diversified dozen different winners and it was only the final two races before the mid-way point which produced double victors in the form of Jay Springsteen and Kenny Roberts. A wheel to wheel scuffle for the top spot in the point standings showed four different riders--Rick Hocking, Kenny Roberts, Jay Springsteen and Gary Scott--on top of the heap at one time or another.

The season has abounded in surprises, but none more spectacular then the rise of defending champion Gary Scott to the top point in the standings and a very good chance of holding onto the crown for another season. In short, Gary parted company with his sponsor of two years, Harley-Davidson, to tackle the circuit on his own. armed with a program which would give him the most competitive rides available for each of the five different events that make up the National circuit. At the beginning of the season few, if any, gave Scott an even chance of breaking into the top ten by the end of the season yet right now he is the hottest, most consistent rider on the circuit and is gaining more confidence and believers every day.

Here then, in a race by race breakdown, are the highlights of the first half of the season which we'll match with a wrap-up of the last half of the season. There is a lot of racing left and the chase for the Grand National Championship is far from over.

Houston TT

A record 156 riders showed up to inaugurate the start of the 1976 season at Houston, Texas' Astrodome. Among them was Gary Scott, sporting the long sought after Number One, and Kenny Roberts, holding the numeral two which Dick Mann had relinquished.

As is the custom of some riders, there was a fair share of motocross machines which had been TTised. There was also the new Yamaha TT500 four-stroke single which, in the hands of Rick Hocking, proved to be the giant killer.

Hocking meshed his TT500, his riding style and the track for a splendid ride to winner's circle followed by a helluva battle for second between Little John Hately and Kenny Roberts which Roberts finally won. Gary Scott finished fourth.

Results

1. Rick Hocking (Yam); 2. Kenny Roberts (Yam); 3. John Hateley (Tri); 4. Gary Scott (H-D); 5. Randy Cleek (Yam); 6. Bruce Hanlon (Mai); 7. Paul Bostrom (H-D); 8. Rob Morrison (Bul); 9. Chuck Joyner (Tri); 10. Bill Oliver (Tri); 11. Robert Conway (Yam); 12. Dave Hansen (Yam); 13. John Allison (Yam); 14. Steve Eklund (Yam).

Houston Short Track

Of Kenny Roberts' 16 National victories prior to Houston three had come in the Dome and two on the short track. It was little surprise that he was tabbed a pre-race favorite. Gary Scott, in his privateer role, had chosen a proven method and teamed up with brother Hank on Shell Thuett Yamahas. Gary, with little time on the powerful two-stroke, proved unspectacular in his heat and semi and failed to make the National.

Roberts, with little effort, outclassed the National field and appeared to be on his way to victory when his bike seized letting Texan Bubba Rush take the lead and the win over Rick Hocking and Steve Eklund. It marked the second time in as many years that the Houston short track winner has had only to travel across town to reap victory.

Rick Hocking, by virtue of his combined consistency over the two nights put a firm lock onto first place in the point standings with Kenny Roberts in third place and Gary Scott in seventh.

Results

1. "Bubba" Rush (Bul); 2. Rick Hocking (Yam); 3. Steve Eklund (Yam); 4. Hank Scott (Yam); 5. Ken McDonald (Yam); 6. Mike Kidd (Bul); 7. Bruce Hanlon (Yam); 8. Billy Labrie (Yam); 9. Daye Hansen (Hus); 10. Scott Rader (Bul); 11. Ken Hapke (Yam); 12. Darryl Hurst (Yam); 13. Kenny Roberts (Yam); 14. Jay Springsteen (H-D).

Daytona Road Race

If there was one race Kenny Roberts wanted to win in 1976 it was the Daytona 200. All signs pointed to an obvious victory yet when they poured the champagne Kenny wasn't there.

Despite drastic cutbacks by the big three--Yamaha, Kawasaki and Suzuki--in road racing enough factory machinery showed up at Daytona to keep most everyone happy.

The only dramatic machinery change was the introduction by Yamaha of the OW-31 model TZ750 which was a mere shadow, weight wise, (rumored to be 40 pounds lighter than last year's model; realistically about 20) of its former self. In the capable hands of Roberts, Steve Baker, Johnny Cecotto and Hideo Kanaya the OW-31 proved to be a missile which overshadowed all other entries.

The race opened as a four rider OW-31 duel, settled into a three rider event as Steve Baker was quickly sidelined and then went into a high speed Roberts-Cecotto ballet with Kanaya lurking a distance behind.

Unforseen by all was that the pair would race as hard as they did.

heir Goodyear slicks had never been ubjected to such punishment; it was a rucial factor. Tire wear forced Kanaya nto the pits for new rear rubber with oberts losing valuable time when his ear tire blew in the chicane ecessitating a high speed run on the nfield grass to the pits for his change. It ost Kenny any chance of regaining a op position.

Cecotto, unmindful of the onsequences and knowing that he was eing shown live on Venezuelan elevision maintained his pace to victory espite a tire which, according to an ndustry source, "might have made nother lap."

Gary Nixon, Pat Hennen and Gene omero played a waiting game into oint garnering positions second hrough fourth with Randy Cleek eighth nd Roberts ninth.

Gary Scott came to Daytona with his irst truly competitive ride in four years nd seemed to be capable of a top ten lacing, but an accident in the final ractice session injured his hand and he ithdrew from the National.

Roberts' points moved him into econd place in the standings with Cleek noving to fifth and Scott dropping to enth.

Results

Johnny Cecotto (Yam); 2. Gary Nixon (Kaw); 3. Pat Hennen (Suz); 4. Gene Romero (Yam); 5. Patrick Pons (Yam); 6. Michael Lougerie (Yam); 7. Hideo Kanaya (Yam); 8. Randy Cleek (Yam); 9. Kenny Roberts (Yam); 10. John Dodds (Yam); 11. Bob Endicott (Yam); 12. Dennis Purdie (Yam); 13. Ken Blake (Yam); 14. Alex George (Yam); 15. Walter Foster (Yam); 16. Doug Libby (Yam); 17. Len Fitch (Yam); 18. Robert Wakefield (Yam); 19. Kevin Stafford (Yam); 20. Rob Bron (Yam).

Dallas Short Track

For the second year in a row rain plagued the Dallas short track which is either a strange thing to happen to an event that is run indoors. . .unless you happen to have a stadium which has a hole in the roof.

In any case the race was a follow the leader affair over the hard packed Texas clay with the leader, by a good margin, Kenny Roberts, racking up his seventeenth career victory and his second consecutive Dallas win.

Mike Caves placed second with Rick Hocking in third, riding a steady race rather than risk his placing on a risky pass.

Kenny's win inched him within shadowing distance of points leader Hocking. Gary Scott, with a ninth in the Trophy Race, dropped out of the top ten.

Results

1. Kenny Roberts (Yam); 2. Mike Caves (Bul); 3. Rick Hocking (Yam); 4. Dave Hansen (Hus); 5. Jim Rawls (Kaw); 6. Terry Poovey (Bul); 7. Mike Gerald (Yam); 8. Chuck Palmgren (Yam); 9. Billy Labrie (Yam); 10. Mark Smith (Yam); 11. Hank Scott (Yam); 12. Dave Aldana (Yam); 13. Harry Cooper (Bul); 14. Steve Eklund (Yam).

San Jose Mile

San Jose puts the action back into racing after the animated indoor Nationals with chin on the tank 100 mph drafting reality. Goodyear unveiled their new Eagle DT II front and rear tire which was credited with upping the average speed for the 25 laps almost four mph.

Harley-Davidson teammates Rex Beauchamp (returning to racing after a pair of broken collar bones) and Jay Springsteen swept the top spots with Gary Scott in third in a ride that astounded some. If they thought Scott's ride was neat his claim of Beauchamp's bike in the winner's circle was even neater. Gary plunked down his $3,500 and, despite counter claims by Corky Keener and Greg Sassaman which necessitated a drawing to determine the winning claimant, walked off with the goods.

Rick Hocking gained some breathing room on Kenny as Rick finished ninth with Kenny never making the start after a coil wire broke on the starting line. Gary Scott, via his third, vaulted into third place behind Kenny and the standings began to look a lot more interesting.

Results

1. Rex Beauchamp (H-D); 2. Jay Springsteen (H-D); 3. Gary Scott (H-D); 4. Alex Jorgenson (Nor); 5. Corky Keener (H-D); 6. Dave Aldana (H-D); 7. Gregg Sassaman (H-D); 8. Tom Berry (H-D); 9. Rick Hocking (H-D); 10. Gene Romero (H-D); 11. Steve Eklund (H-D); 12. Randy Cleek (H-D); 13. Eddie Wirth (H-D); 14. Bubba Rush (H-D); 15. Mike Collins (H-D); 16. Steve Droste (H-D); 17. Hank Scott (Yam); 18. Mike Kidd (H-D); 19. Paul Bostrom (H-D); 20. Kenny Roberts (Yam).

Oklahoma City Half Mile

The race was stopped on the sixteenth lap after a four rider crash in the middle of turns one-two. The subsequent decision to call the National complete and the reverting by the scorers (AMA rules) to the previous lap for scoring purposes caused the results, via protests and appeals, of the second through eleventh place finishers to remain unofficial for three weeks. In the end the initial results stood with Hank Scott the winner followed by Ted Boody, Jay Springsteen and Gary Scott. Scott, by virtue of a four second lead after 12 laps could have won, but an easy down and up again spill ended that. Kenny Roberts fell victim to a loose rear axle nut which forced his retirment early in the National.

Results

1. Hank Scott (Yam); 2. Ted Boody (H-D); 3. Jay Springsteen (H-D); 4. Gary Scott (H-D); 5. Steve Droste (H-D); 6. Dave Aldana (H-D); 7. Tom Berry (H-D); 8. Mike Kidd (H-D); 9. Corky Keener (H-D); 10. Gene Romero (H-D); 11. Steve Morehead (H-D); 12. Steve Eklund (H-D); 13. Kenny Roberts (Yam); 14. Terry Poovey (H-D).

Louisville Half Mile

The seventh National of the season produced the seventh winner with Gary Scott racking up his eight career victory at the expense of Jay Springsteen and brother Hank Scott.

Gary took the pole with the fast heat win and left little doubt in anyone's mind that he wanted to and indeed would win the National.

Unofficially, Rick Hocking (who had failed to make either the Oklahoma City or Louisville Nationals) was still on top of the point standings, but Kenny Roberts, with a sixth place finish, was a scant two points behind. Add to that Gary in third with Jay Springsteen in fourth.

Results

1. Gary Scott (H-D); 2. Jay Springsteen (H-D); 3. Hank Scott (Yam); 4. Rex Beauchamp (H-D); 5. Greg Sassaman (H-D); 6. Kenny Roberts (Yam); 7. Dave Sehl (H-D); 8. Doug Sehl (H-D); 9. Chuck Palmgren (H-D); 10. Jay Ridgeway (H-D); 11. Ted Boody (H-D); 12. Jim Zeigler (H-D); 13. Bill Eves (H-D); 14. Corky Keener (H-D).

Pontiac TT

It was back to stadium racing with the Pontiac double as the National circuit wended its way into Michigan for the first National in that state in years. Unfortunately for the promoters of the event no amount of advertising could draw a crowd into Pontaic Stadium on either night.

Rookie of the West Steve Eklund proved his prowess at TT racing despite a field that included 9 Yamaha TT500's. Eklund did his damage aboard a Yamaha 750 Twin. Randy Cleek TTed his way to his best finish of the year with a second place ride while Jay Springsteen won his battle with Gary Scott for third as the pair kept up their handlebar banging and point gathering.

Kenny Roberts struck bad luck and was disqualified when he cut the course while re-entering the track after a crash in his heat.

Point leader Rick Hocking also had a bad day when a crash in the opening lap of the National put him out for the evening with torn ligaments in his right knee.

Results

1. Steve Eklund (Yam); 2. Randy Cleek (Yam); 3. Jay Springsteen (H-D); 4. Gary Scott (Yam); 5. Bill Oliver (Yam); 6. Skip Aksland (Yam); 7. Joe Powell (Yam); 8. Mark Smith (Yam); 9. Ted Boody (Yam); 10. Steve Morehead (Yam); 11. Billy Labrie (Yam); 12. Mike Kidd (Yam); 13. John Gennai (Tri); 14. Rick Hocking (Yam).

Pontiac Short Track

Not to be upstaged by the previous night's activities, Rookie of the East (and almost hometown boy) Ted Boody made it a Pontiac double for rookies. Randy Cleek, in his second successive runnerup role, reaped the benefits of money and points with all the boyish exhuberence he could muster. Steve Droste, another rider from just down the block (by way of Iowa), finished third with TT winner Steve Eklund in seventh and a disgusted Kenny Roberts in eleventh.

Roberts moved to the top of the standings followed by Rick Hocking, Gary and Hank Scott, Randy Cleek, Steve Eklund and Jay Springsteen; a mere 13 points separating Springer from Roberts.

Results

1. Ted Boody (Bul); 2. Randy Cleek (Yam); 3. Steve Droste (Yam); 4. Steve Elo (Yam); 5. Jim Rawls (Kaw); 6. Mike Gerald (Yam); 7. Steve Eklund (Yam); 8. Billy Labrie (Yam); 9. Hank Scott (Yam); 10. Joe Powell (Yam); 11. Kenny Roberts (Yam); 12. Dave Hansen (Hus); 13. Brent Lowe (Bul); 14. Jimmy Mayo (Bul).

Delaware Half Mile

It was over to Delaware for the ninth event of the season. Gary Scott got the good news before the event that his appeal of the Oklahoma City protest had been upheld which, in effect, moved him into the points lead before the night's racing had even begun.

Mr. Dirt, as Corky Keener is known, got down and dirty and when it was over he was atop the podium lighting up the winner's circle ceremonies as only he can. Keener was flanked by Springer and Gary Scott.

It was shuffle time again in the point standings with Keener moving into the top ten via his fifth career victory. Gary Scott assumed the top spot for the first time in the season with Springer just four points down and Roberts in third. Hocking, after failing to make the National, slipped to fifth.

Results

1. Corky Keener (H-D); 2. Jay Springsteen (H-D); 3. Gary Scott (H-D); 4. Dave Sehl (H-D); 5. Scott Drake (H-D); 6. Hank Scott (Yam); 7. Kenny Roberts (Yam); 8. Bill Eves (H-D); 9. Ted Boody (H-D); 10. Bill Schaeffer (Yam); 11. Mike Kidd (H-D); 12. Tom Cummings (H-D); 13. Doug Sehl (H-D); 14. Mert Lawwill (H-D).

Loudon Road Race

It's not fair to say that Loudon was a give away, but it took a pair of absurd crashes to bring about balance in the leading position. Everybody, but everybody, knew that Gary Nixon was going to win. He was the fastest, the smoothest, the craftiest and in the end probably the most disappointed.

In short, Nixon, the master of Loudon, plain threw it away while in the lead early in the 75 mile event. Kenny Roberts took over the lead and was set to score a long awaited win at Loudon when a rider fell in front of him and he crashed after leaving tracks on the rider's chest.

Steve Baker took the lead and the win with Randy Cleek, on his way to his third second place finish in the last four Nationals, close behind. The real dice of the race was between Yvon DuHamel and Gary Scott. Yvon played a waiting game and slipped past Scott on the final lap for sixth.

Randy Cleek continued his climb in the point standings displacing Kenny as the third place rider with Gary and Jay holding their one-two places, although Scott opened a 12 point bulge.

Results

1. Steve Baker (Yam); 2. Randy Cleek (Yam); 3. Gene Romero (Yam); 4. Ron Pierce (Kaw); 5. Ron Haslam (Yam); 6. Yvon DuHamel (Kaw); 7. Gary Scott (Yam); 8. Skip Aksland (Yam); 9. David Aldana (Yam); 10. John Long (Yam); 11. Gary Fisher (Yam); 12. Bob Endicott (Yam); 13. Dale Singleton (Yam); 14. Cory Ruppelt (Yam); 15. Gary Blackman (Yam); 16. Mike Clarke (Yam); 17. Kurt Liebman (Yam); 18. Ron Mass (Yam); 19. Hap Eaton (Yam); 20. John Clark (Yam).

Columbus Half Mile

Columbus turned out to be just what most people said it would: Jay Springsteen's turn to win. That was not a real surprise, but Kenny Robert's second place finish was. In third after a long time of trying unsuccessfully to break into the champagne crowd was Steve Morehead with Flint Fliers Corky Keener and Ted Boody close behind.

Few tracks surpass the enthusiasm of the crowds that frequent the Charity Newsies and this year, with a track favorite winning, the air was even more charged.

Springer started high then moved down to the groove and held his pace until the middle laps when he occasionally slipped off the groove allowing Roberts to dramatically close the gap and finally pass for the lead. Jay quickly took the lead back and methodically sped away the laps to the checkers. Keener, after a bad start, cut and slashed his way to fourth.

Twelve races, twelve different winners and a tie between Scott and Springer for the points lead with Roberts only 12 points back; it was a dy-no-mite day.

Results

1. Jay Springsteen (H-D); 2. Ken Roberts (Yam); 3. Steve Morehead (H-D); 4. Corky Keener (H-D); 5. Ted Boody (H-D); 6. Bill Eves (H-D); 7. Gary Scott (H-D); 8. Randy Cleek (H-D); 9. Dave Sehl (H-D); 10. Jim Zeigler (H-D); 11. Mert Lawwill (H-D); 12. Scott Rader (H-D); 13. Doug Sehl (H-D); 14. Jay Ridgeway (Tri).

Albuquerque Mile

The first ever National in the state of New Mexico also provided the first double National winner of the season. In this case it was Jay Springsteen who not only doubled up with back to back National victories, but also moved into the points lead 9 points ahead of Gary Scott and 19 on Kenny Roberts.

The National, shortened from 25 to 16 laps due to dusty track conditions on the fairgrounds horse track, was a wire to wire affair for Springer and teammate Corky Keener with Kenny Roberts closing, challenging and hanging in there for third. Gary Scott put in the performance of the day by coming back from a bike bending, body bruising crash in his heat to win his semi and then come from a back row start in the National to wend his way to fourth; a superb performance of riding when the chips were down.

Results

1. Jay Springsteen (H-D); 2. Corky Keener (H-D); 3. Kenny Roberts (Yam); 4. Gary Scott (H-D); 5. Doug Sehl (H-D); 6. Chuck Palmgren (H-D); 7. Gene Romero (H-D); 8. Mike Collins (H-D); 9. Mike Kidd (H-D); 10. Tom Berry (H-D); 11. Ted Boody (H-D); 12. Steve Eklund (H-D); 13. Del Armour (H-D); 14. Phil McDonald (H-D); 15. Jay Ridgeway (Tri); 16. Mike Myers (H-D); 17. Darryl Hurst (Yam); 18. Greg Sassaman (H-D); 19. Steve Morehead (H-D); 20. Randy Cleek (H-D).

San Jose Half Mile

San Jose half mile proved to be a fitting close to the first leg of the Camel Pro Series. Kenny Roberts became the second rider this season to move into the top spot in the winner's circle for the second time after running a closely calculated race with rival Gary Scott in a race that saw the pair turning in performances that closely resembled their battles of years past. Mike Kidd entered the winner's circle for the first time this season while Paul Bostrom put in his best ride in the past two seasons for fourth.

A fall early in the event cost Jay Springsteen his points lead, but that wasn't the end of Jay's problems as Rick Hocking passed him on the last lap to drop Springer to last place and into a tie with Kenny Roberts for second in the points standings.

Results

1. Ken Roberts (Yam); 2. Gary Scott (H-D); 3. Mike Kidd (H-D); 4. Paul Bostrom (H-D); 5. Skip Aksland (Yam); 6. Corky Keener (H-D); 7. Rex Beauchamp (H-D); 8. Alex Jorgensen (Nor); 9. Doug Sehl (H-D); 10. Randy Scott (H-D); 11. Greg Sassaman (H-D); 12. Mike Collins (H-D); 13. Rick Hocking (H-D); 14. Jay Springsteen (H-D).

AMA Grand National Championship/Camel Pro Series point standings through San Jose:

1.	Gary Scott	122
2.	Jay Springsteen	116
2.	Kenny Roberts	116
4.	Randy Cleek	75
5.	Corky Keener	73
6.	Ted Boody	66
7.	Hank Scott	63
8.	Rick Hocking	58
9.	Steve Eklund	53
10.	Gene Romero	42
10.	Mike Kidd	42
12.	Rex Beauchamp	39
13.	Doug Sehl	27
13.	Dave Aldana	27
15.	Skip Aksland	26
16.	Dave Sehl	25
17.	Billy Labrie	24
18.	Steve Droste	23
18.	Dave Hansen	23
20.	Steve Morehead	22
20.	Chuck Palmgren	22

What's it all about, Marty?

Living with the little Elsie for the past couple of years has been more joy than pain. When we first started going steady she was a little fast for me and the rest of the guys in our crowd couldn't keep up. That was over two years ago and she was the lightest, fastest, best handling looker on the track. We had a few spats that first year. The swingarm bushings trashed out at the second race. Specials had to be ordered to cure this minor altercation. The footpegs chafed at the constant contact and began to sag, and worst of all she always wore these fragile little sprocket bolts. The dainty little things looked cute, but I was forced to ream them out and put in larger and more functional units. Other than those items and the normal number of upsets, most caused by pilot error, we got along well in our first year together. My mother told me the first year is the hardest . . .

After our first anniversary we went through a rocky period when my eye caught a flashy new CR 125 with red highlights. I almost separated from my original Elsie, but came to my senses after a long talk with a counselor down at the Honda shop.

The flashes of red on the new bike's sidepanels and plates had me thinking of pin-up bikes like Marty Smith's all-red factory number. The stars always get the classiest tomatoes. I didn't leave her in 1975 and things got better. Seems that the flashy new model was little more than a painted lady compared to my trust-worthy green striper. We had been through a lot since our first ride. It was impossible for me to think of deserting one who had served me so faithfully and asked for so little in return; rings every third race and an occasional third gear.

But a man has to move on. My eye was caught by a solid red Honda 125 out at the track a month or so ago. Must be another painted up model was my first impression, but it turns out to be the new 1976 model. I tossed and turned all night. My mind was tormented with doubt about the relationship that I had grown so comfortable in. Early the next morning before Elsie could see I slipped down to my Honda dealer and brought home this tomato red model.

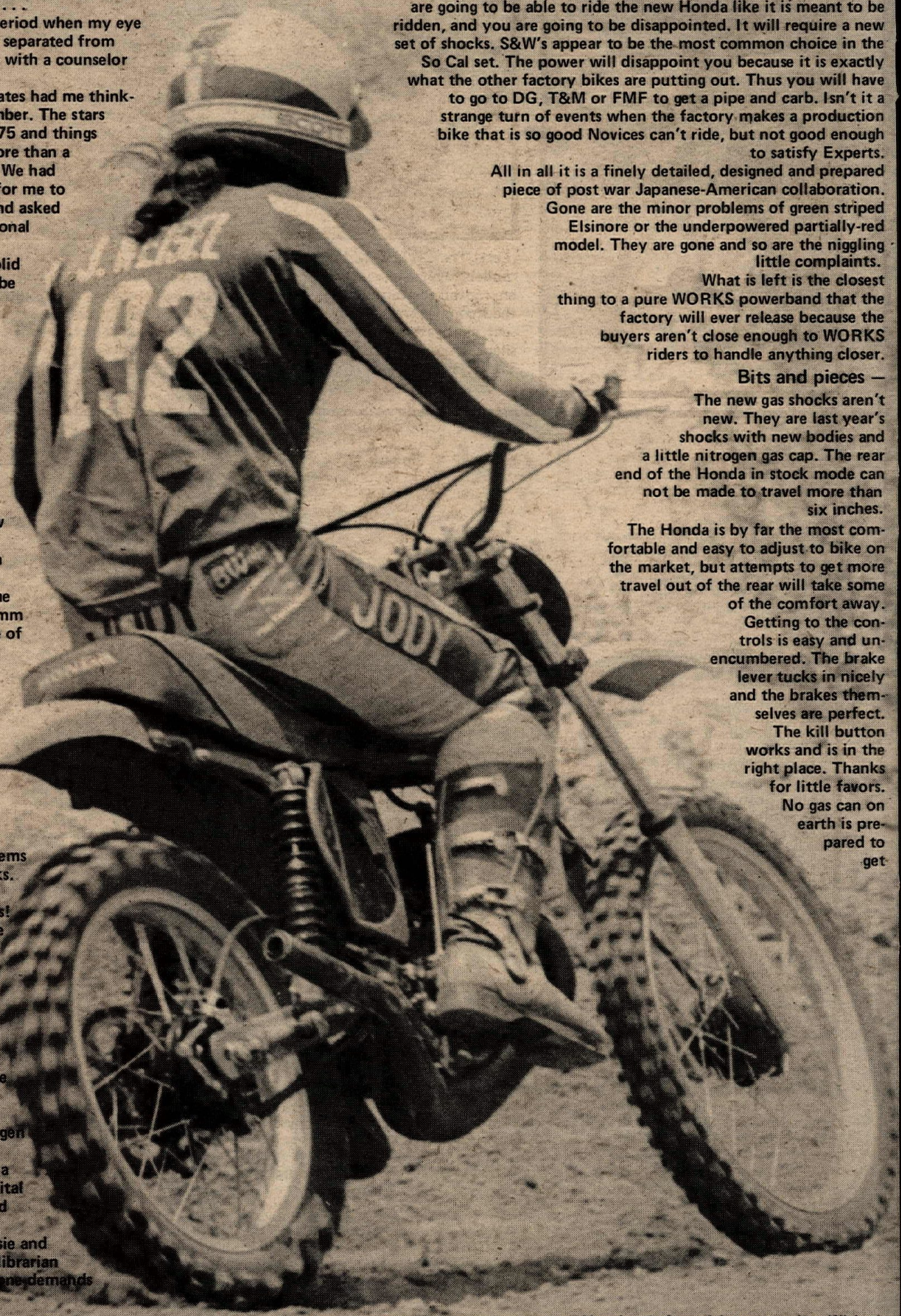
Perhaps it was my ego that forced me to drop Elsie for this new redhead. Out at the track all of those yellow bikes had been putting a couple more horsepower to the ground from the factory and Elsie was burning my salary up to keep her in new duds for our Sunday rides. It was a endless circle of new heads, new pipes, new carbs, new reeds and new shocks . . .

My new '76 Elsie has much better looking legs (35mm instead of 31mm), Bigger feet (3.00 front and 4.00 rear), A sleeker torso (new swingarm, fenders, airbox, rear frame section, and paint) and Better health (stronger crank, 30mm carb, new crankcases and larger gears). Plus she is capable of competing with the best of them (over 21 HP).

I take her out on the town every Sunday. We are the best looking couple on the block. Nothing can go wrong with this new relationship. Or at least I didn't think it could. But she was a fickle little jewel. If you didn't stroke her gearbox just right she became unco-operative. If you didn't give her full rein on the throttle she could make a fool out of you in front of your friends. Suddenly her bad manners started to act up even when you were treating her just right. Often I wished for my old Elsie until I remember we had the same problems to years before. The solution then was a new set of shocks. And that is the solution that I had to resort to now. My father told me that all women are alike. How right he was! Even though she had all the advantages that my first Elsie didn't have I found myself buying her a new carb and a new pipe. Sometimes even the most educated have to do a little homework. The fact that all the other guys were doing the same things to their Yamahas and Suzukis didn't make me feel any better.

Yet out on the track we were in a world of our own. Nothing could affect us or get by when we were working in unison. Each shift is precise and crisp, throttle response is peaky, but potent and handling if faultless. Her front suspension is firm and long, but the rear end needs some work. She likes to drink pre-mix in the top end and nitrogen in the rear suspenders, while I stick to Gatorade . . . Unfortunately her mouth is so small that she has to have a special funnel to get the gas in. This is probably a congenital birth defect because it appears on all the Hondas from old Elsie to the new redhead.

There is no doubt about it, the difference between Elsie and the new redheaded Elsie is like the difference between a librarian and a chorus girl. Both of them know how to dance but one demands a little more out of her partner.



What's it all about, Marty?

For the past few years accessory firms like DG, T&M, and FMF have been making a bundle selling Honda owners trick pipes, trick swingarms, new airboxes and red gastanks. Paint manufacturers have probably wondered what caused the giant upsurge in the sales of cans of red spray paint. Honda with all of their corporate wisdom watched this aftermarket trend for a couple of years and finally decided that just maybe there was something to it.

First of all they stripped the bike and gave it a coat of red paint. Now it could be called a Marty Smith replica. A new pipe, swingarm, carb and airbox almost completed the package deal. The final touches were to do a little gouging and carving in the cylinder to make the bike once more competitive with its Japanese class mates.

With more horsepower, better looks, and aftermarket components from the factory the bike became next to impossible to ride for anyone not interest in winning money. Is it harsh to judge a bike too good for the average rider? We think not. The CR 125 is so peaky that the guys who originally bought this bike, young riders with a modicum of skill and a boatload of hope, are going to be floundering around turning slower lap times than before.

If you're an Expert, Intermediate or cherry picking Junior, you are going to be able to ride the new Honda like it is meant to be ridden, and you are going to be disappointed. It will require a new set of shocks. S&W's appear to be the most common choice in the So Cal set. The power will disappoint you because it is exactly what the other factory bikes are putting out. Thus you will have to go to DG, T&M or FMF to get a pipe and carb. Isn't it a strange turn of events when the factory makes a production bike that is so good Novices can't ride, but not good enough to satisfy Experts.

All in all it is a finely detailed, designed and prepared piece of post war Japanese-American collaboration. Gone are the minor problems of green striped Elsinore or the underpowered partially-red model. They are gone and so are the niggling little complaints.

What is left is the closest thing to a pure WORKS powerband that the factory will ever release because the buyers aren't close enough to WORKS riders to handle anything closer.

Bits and pieces —

The new gas shocks aren't new. They are last year's shocks with new bodies and a little nitrogen gas cap. The rear end of the Honda in stock mode can not be made to travel more than six inches.

The Honda is by far the most comfortable and easy to adjust to bike on the market, but attempts to get more travel out of the rear will take some of the comfort away.

Getting to the controls is easy and unencumbered. The brake lever tucks in nicely and the brakes themselves are perfect.

The kill button works and is in the right place. Thanks for little favors.

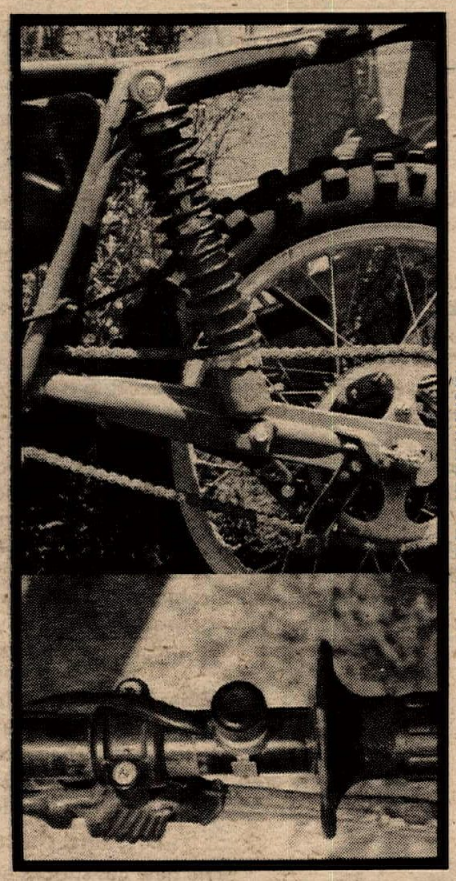
No gas can on earth is prepared to get gasoline into the gas tank opening on the Honda. A funnel is a necessity. With the funnel in place you can't see the gas level and end up soaking your boots.

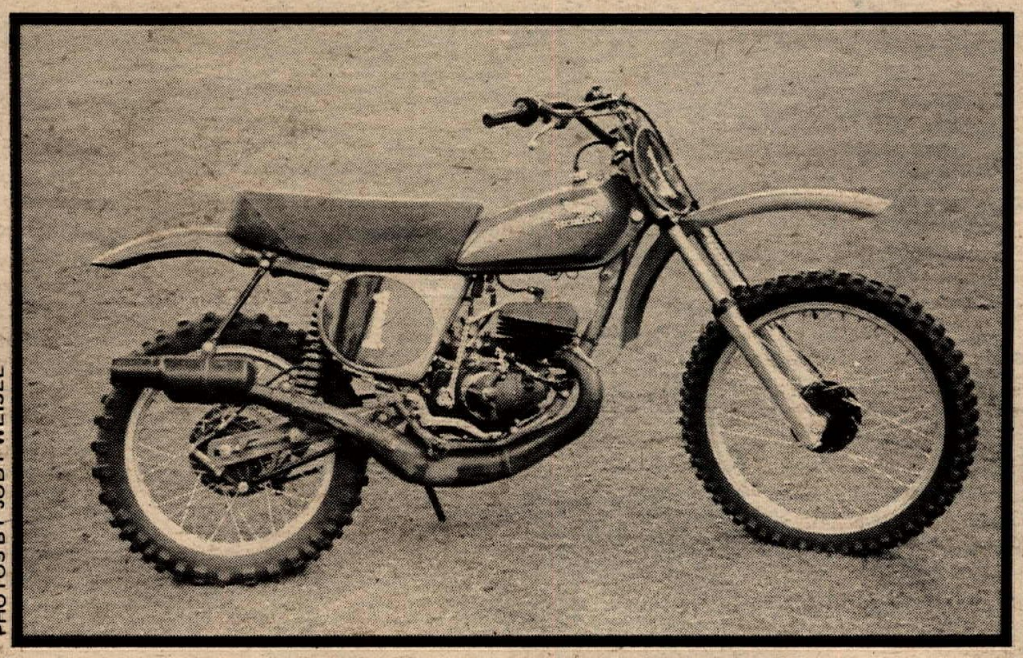
The bike comes with the world's largest silencer unit, which can be removed and the pipe has another silencer in the stinger. The large can silencer is mainly a spark arrester for riding in National Forests and Green Stickie parks. Although the bike is impossible to trail ride. Honda makes beautiful MR's for that purpose.

The airbox is a vast improvement. It is easy to get into with the removal of three 10mm bolts, fairly well water-proofed and large enough to provide the volume needed.

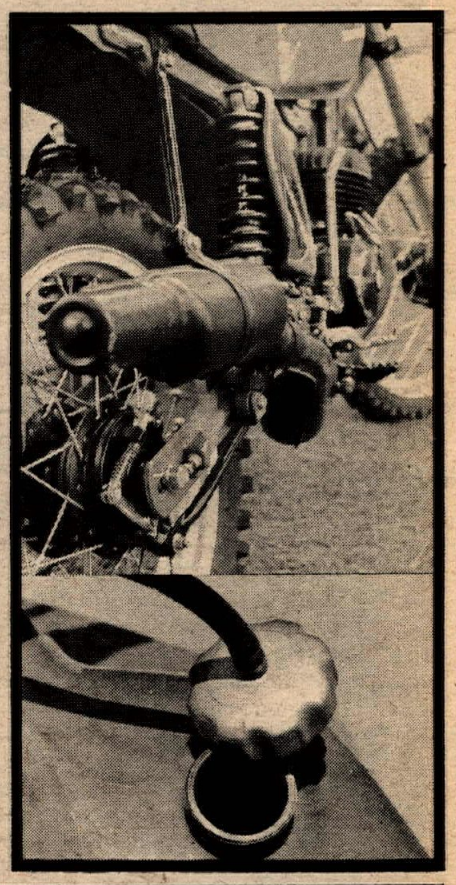
Honda CR125 M2

By Jody Weisel





PHOTOS BY JODY WEISEL



(Left) The CR125 kill button was one of the first things changed from the early models, while the rear suspension has undergone only a mild evolution. The shocks are moved forward on the new crimped tubing swingarm to offer less travel than their competitors. (Above) The CR125M2 is beautiful to look at. It has a plush seat, slim gastank, graceful sidepanels and the world's largest silencer. (Right) The silencer/spark arrester can be easily removed to expose a regular silencered stinger. The noise difference is minimal. The gas cap is made out of aluminum and it covers an opening that is too small to put a nozzle into.

Bench Testing the CR 125 by E.C. Birt

Before we took the bike out and got it all dirty, I decided to break out my tool box and take a look inside the engine.

After removing the side plates and seat so the air box was open, it was noted that the size of the box is big enough to handle the air needs. Along with the air box comes a neat little hood that you can bolt on the top of the air box to keep out the water. Only problem with this hood is that along with the water that it will keep out, so it will with a bunch of air that the engine needs. When I dynoed the bike I found a half horse-power gain with the filter out of the box. In short, it's the same problem that last year's filter had. The filter rubber is just too condensed for good air passage.

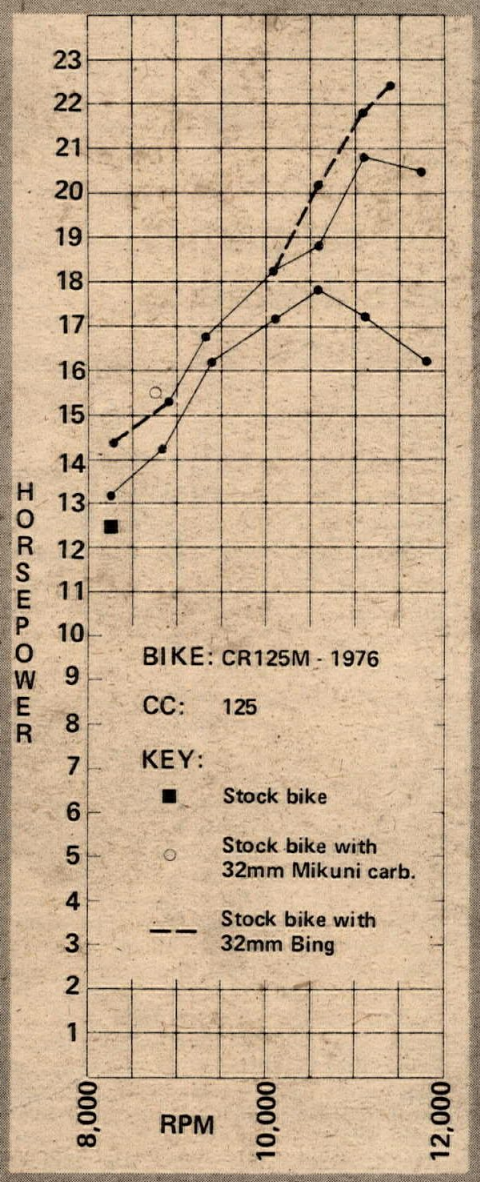
Before giving you any dyno readings, I'll explain one or two things about dynamometers that you should know.

The dyno is a measuring device, and like all measuring devices in the hands of the common man, there will be a little difference from one dyno operator to another. There will also be the chance that there is a variance of one make of dyno to another.

The true value of the dynomometer is in determining relative values. All my tests are made on the same dyno; the resulting horsepower readings are accurate in relation to other readings taken from the same dyno. The tape measure or the micrometer that you might have in your tool box is probably not 100% accurate, but all measurements that you may make with them can be compared with each other and an accurate percentage difference calculated. Same with the dyno.

With about twenty minutes of break-in time on the motor, the rear wheel was removed and the bike was bolted onto the dyno. Now, as the bike went on the dyno it was just as it had come from the box with nothing looked at or done to the engine.

With the work sheet set up, the first power run on the machine was made. Looking at the graph you can see that the peak power was 17.8 hp. at 10,592 rpm. I had honestly expected a little more than that. As you can also see on the graph, the first recorded horsepower was at 8,362 rpm. Below that speed the engine would load up and die, due partly to the fact that it was a little on the rich side.



On the race track the new Honda is fast; very fast in fact. Why? Take a look again at the dyno graph. When the power comes on, it hits like Muhammad Ali and just keeps truckin' to almost 12,000 rpm.

In short, there is a 4,000 rpm powerband.

With the stock run over with, it was time to see what would make the bike better.

First thing that we looked at was the timing. With the mag cover removed it was noted that the 125 had a complete new CDI. Now I knew why the engine had another 2,000 revs over last year's model. The timing was checked and found to be 2.3mm BTDC. The 1974 and 1975 engines pulled better horsepower with the timing retarded a little, about 1.6mm to 1.8mm BTDC, so we backed the timing up to 2.0mm BTDC and made another power run. No change in the horsepower, in fact it didn't want to pull as good on the bottom. This being the case, we set the timing back to 2.3mm where Honda said it should be.

My next step was to pull the top end off the bike and take a look inside. After measuring the cylinder, I was very much surprised to find that the stock cylinder had the same porting locations and shapes as used by some of the leading Honda tuners here in the good old USA. Also the new cylinder and head is much bigger than last year's model.

With the head off of the engine, I cc'd it and found that the volume of the head was 1.35cc. It could stand to be a little less, but this was safe. The carb is a new designed 30mm Keihin carb. The carb has a built-in volume stack for the air intake which is good.

After inspection of all the parts of the top end, I had to walk away talking to myself. Everything looked right!

Even the new pipe measured out to what I felt would be almost impossible to out-do and build to work better everywhere in the rpm range. Honda had even changed the exhaust flange so that it was the same size as that of the port. No more E.C. exhaust flange kits needed for the Honda now.

What was really bothering me, was that everything was there to pull more horsepower than what the dyno showed on the first run.

There was nothing else to do but put the engine back together and breathe some more Blendzall fumes.

First thing that I decided to run was different pipes. The first pipe I tested was a F.M.F. Pro pipe, and the test came out this way: Anywhere below 11,707 rpm the F.M.F. pipe produced one to two horsepower less than the stock pipe. At the 11,707 rpm the stock pipe produced 16.3 horsepower and the F.M.F. pipe pulled 17.2 horsepower, better by a full horsepower, but the engine won't live long at that speed.

The second pipe to be tested was the E.C. pipe. It had a little more torque down in the lower rpm range but was down 1.5 horsepower at 10,592 rpm, and from there on up refused to run. In short, the best pipe going is the stock pipe. Uncle Donny and I have some homework to do.

The problem was not in the pipe; stock was the best. This left only one other thing that could make a big difference in horsepower, air or carburetion. Porting was close enough to make big horsepower number. First thing was to remove the air filter. Here I picked up 0.5 hp. and my rich condition went away.

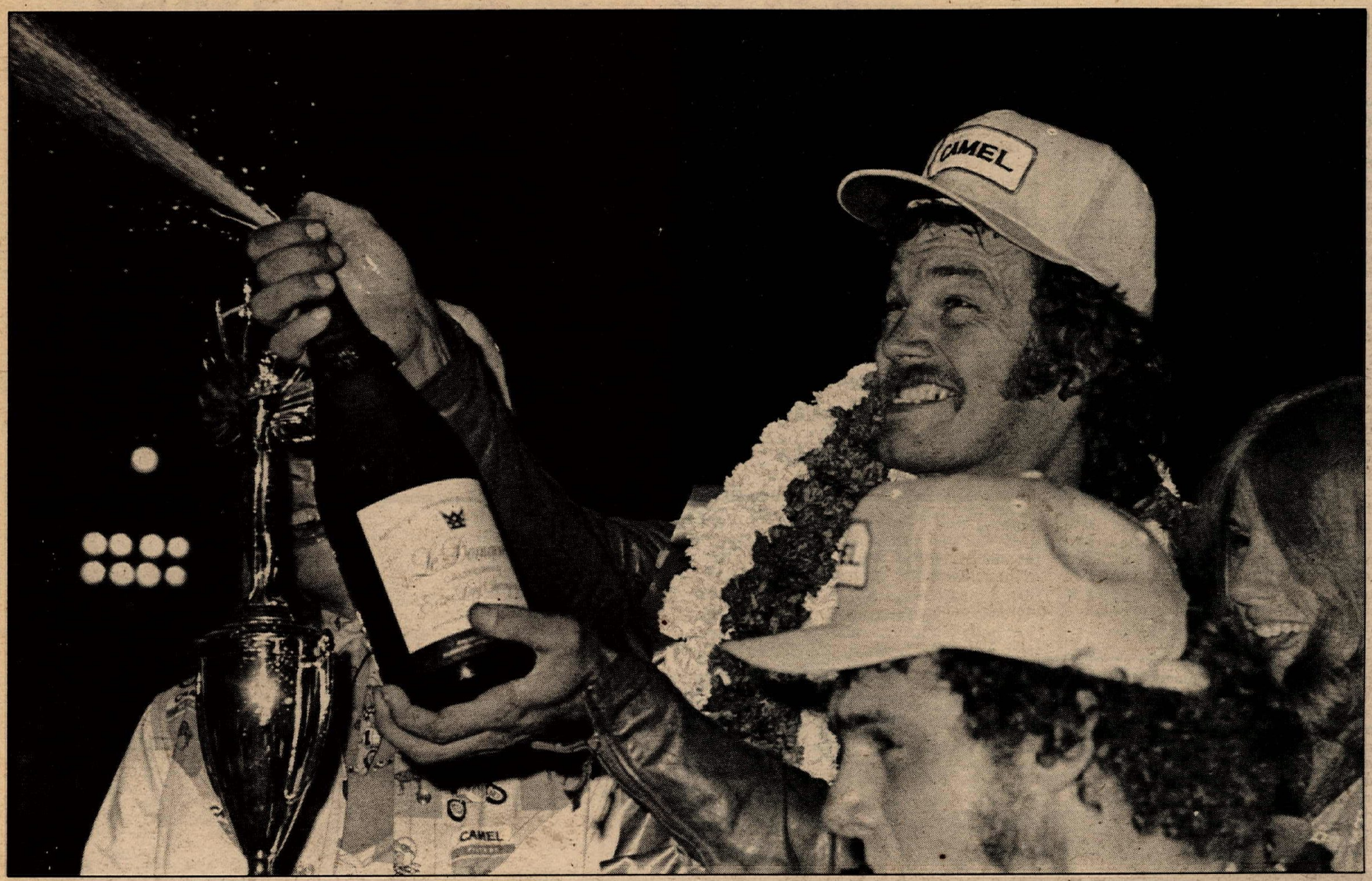
Mikuni carb kits have been the big "in" thing for bolt-on horsepower for the Honda in the past two years, so that was next. The Mikuni carb was 32mm in size, and fit like it was made for the bike, air boot and everything fit perfectly. With the new vergasser all hooked up, the engine was fired and needless to say, as you can tell by the graph, it came alive. The peak horsepower was 20.0 hp at 11,150 rpm.

My next step was to try a 32mm Bing, and you can see what happened. The engine pulled a peak hp. of 22.4 at 11,707 rpm.

After we had the bike off the dyno, we set up a 34mm Mikuni. We haven't had a chance to get it back on the dyno, but feel it may pull the same max as that of the Bing.

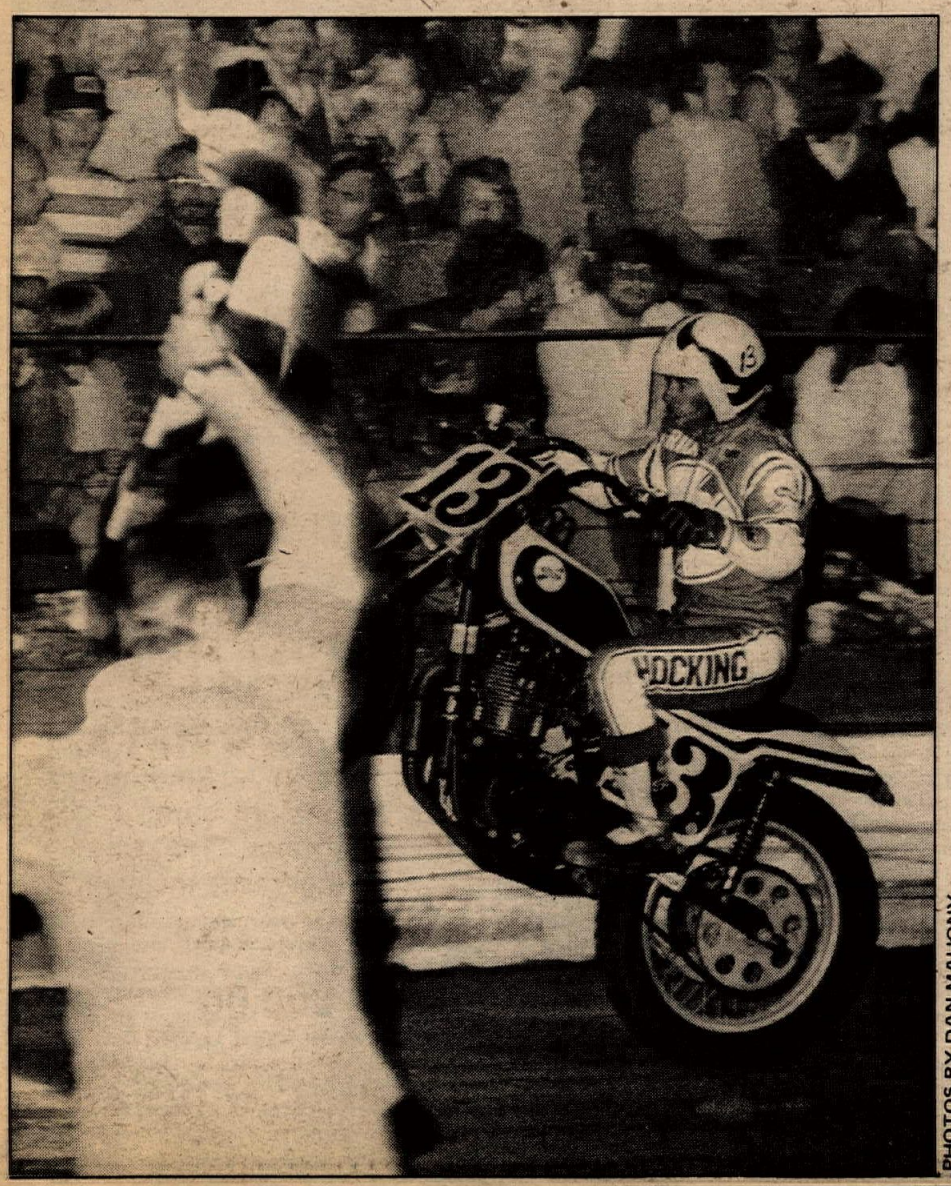
Other trick things were checked, like heads and porting changes, which you will read about in the near future. One thing of interest is that the new Shinobi water-cooled head produced a full horsepower over the stock head, and ran quite a bit cooler.

NORTHERN DATELINE



Spraying the crowd the night before. Still pumped from Castle Rock, Chuck did it again at Sidewinders.

Hock cops a TD win, trick knee and all.



PHOTOS BY DAN MAHONY

Joyner parties at Sidewinders Regional TT

By Dan Mahony

CLACKAMAS, ORE., JULY 18

Thirty-five hundred dollars brings out a lot of people. The Oregon Sidewinders put out the money and received in return the largest turnout of riders (120) and spectators (about 5000) of the season. The event was the 11th Annual 25 Lap Western Regional Championship TT.

Brad Hurst led off in qualifying with a sub-15 second lap for fast time, but it was Chuck Joyner who took home all the bucks (and had the party). Still plenty pumped from his Castle Rock National victory the previous night, Joyner slid his Gary Davis-sponsored Triumph under Randy Skiver to easily win the feature and collect an extra $300 for pulling off the double wins Saturday and Sunday nights. A National-caliber Expert field was on hand including Ted Boody, who, while being the first Harley in the final at Clackamas in years, got himself protested for rough riding on Friday night at the Mark Williams benefit race. At a track like this it's almost impossible to ride without running into another rider or the fence. Boody kept it clean this time, however, and scooted under Randy Scott to pick up third place just behind Skiver.

There was lots of crash-bang stuff on the tiny track and at least one third of the races had to be restarted due to get-offs. One Expert heat had to be stopped when Tony Nova, Alex Jorgensen, and Mark Leggarra all did endos down the front straightaway in formation, fortunately with only bruises and busted bikes. The 25 lap feature came to a red-flagged halt when Steve Eason, Charlie Brown, Rick Hocking, and Ed Herrmann formed a roadblock in the corner. Don Dodge threw it away on the warmup lap, just for practice, and then, on lap five or so, Herrmann went down again. Hocking got squeezed into the dirt clods on the inside and tipped over. While the Hock's mechanic was being hassled by the corner marshall about whether or not he could give Rick a push, Rick just bumped the 500 Yamaha off himself and wheelied away.

Ted Davidson missed the Junior Trophy Dash (won by Ricky Graham), but took his heat race and the Junior Final points and money with no trouble at all. Rick Waters, another heat winner, circulated around in front of a Graham/Lars Trulson battle that eventually went to Graham, with Trulson picking up the fourth place cash. Don Farber finished fifth.

Regional Novice points leader Danny Hogue kept the pace up as he worked past local riders Dave Churchill and Jeff Fischer to take the Novice Main. Hogue, Fischer, Churchill, Kent Goar, Ken Celori, Dave Mazour, and Terry Weigand won the heat races for the 360s. The Semi fell to Tim McWhorter and the four lap Trophy Dash fell to Fischer's Honda. ●

Results

NOVICE MAIN: 1. Danny Hogue (Yam). 2. Dave Churchill (Yam). 3. Jeff Fischer (Hon). 4. Eddie Lawson (Bul). 5. Kent Goar (Hus).

JUNIOR MAIN: 1. Ted Davidson (Yam). 2. Rick Waters (Tri). 3. Rick Graham (Yam). 4. Lars Trulson (Yam). 5. Don Faber (Yam).

EXPERT MAIN: 1. Chuck Joyner (Tri). 2. Randy Skiver (BSA). 3. Ted Boody (H-D). 4. Randy Scott (Tri). 5. Brad Hurst (Tri). 6. Charlie Brown (Tri). 7. Bill Oliver (Tri). 8. Don Dodge (Tri). 9. Mark Smith (Yam). 10. Steve Eason (Tri). 11. Rick Hocking (Yam). 12. Ed Herrmann (Tri).

TROPHY DASH WINNERS: Expert, Rick Hocking (Yam). Junior, Ricky Graham (Yam). Novice, Jeff Fischer (Hon).

Sprockets TT

By Cosmic Cat & Co.

BAKERSFIELD, CAL., JULY 3

Rider turnout was light at Sprockets Park tonight, but the track was in the best shape seen in quite awhile. Most of the classes were combined but the spectators still witnessed a lot of close, down-to-the-wire racing (among those watching from the stands was Bakersfield's asphalt hero, Ron Pierce, who started his career here at Sprockets).

After three restarts, two Mains, and 20 minutes of arguing and protesting, the 500 Expert run was over, with two different winners. The story went like this: With everyone on the line and ready to go, a couple of dudes with itchy clutches kept jumping, but the starter never sent them back to the penalty line. When we did get a decent start, two went down in turn one and restart number three was in effect. The starter was told that this would be the final start, no matter what happens. So down come the flag, even though a few men had their hands up waiting for the rest to line up! It looked as though Joey Brown (Yam) was the only one ready to race for he took an enormous holeshot and won the race, leading all the way.

Frank Adamo returned to the line and proceeded to give his views about the start and was soon joined by Paul Gates and the rest of the riders and even some spectators. After a long (and sometime vulgar) discussion, it was decided to run the race over (naughty, naughty) and give trophies to each race. Paul Gates won the second Main with Ken Parker second. Incidentally, Joey Brown and Adamo are both Class C Experts and were only riding as an exhibition.

Ron Mendenhall (Hon) jumped to an early 125cc Expert lead but was relieved of duty in the right-hander by Kirby Shropshire (Suz). Shropshire held his lead and went on to a commanding win with Mendenhall second and Brett Butterfield beating out Ron Bowman for third.

Danny King (Yam) held the 200cc Expert point for four laps but lost it to a smooth going Steve Boswell (Yam) in the first turn of the final lap. ●

Results in Results Section.

Flat track in Hermiston

By Sharon Bailey

HERMISTON, ORE., JULY 10

Action at the Triangle Speedway included seven year old Kamey Rider from the Dalles barreling around the track with dust flying, winning a Courtesy trophy for her efforts. Being the youngest female rider in the Mini didn't seem to put a harness on her efforts to be in front across the finish. But Bugsy Booth from Hood River was first with Mike Stanley from Irrigon capturing second.

John Mattox from Spokane claimed first in the Open A Main, with John Stewart coming from behind for second.

The Open B Main started out with Dave Steifel from Hermiston going head over heels at the first of the race, and a re-start was called. The race ended with Ken Jamison leading and Dave Steifel, despite his crack-up earlier, claiming second.

Trophy Dash competitors had to wait while the track was smoothed out a little, then they got underway. The 125cc Trophy Dash was won by Bugsy Booth. John Mattox raced around for first in both the 250cc and Open class Trophy Dashes. ●

Fireworks in the Valley – Lodi TT & Pioneer ST

By Ann Carr

SAN JOAQUIN VALLEY, CAL., JULY 2 & 3

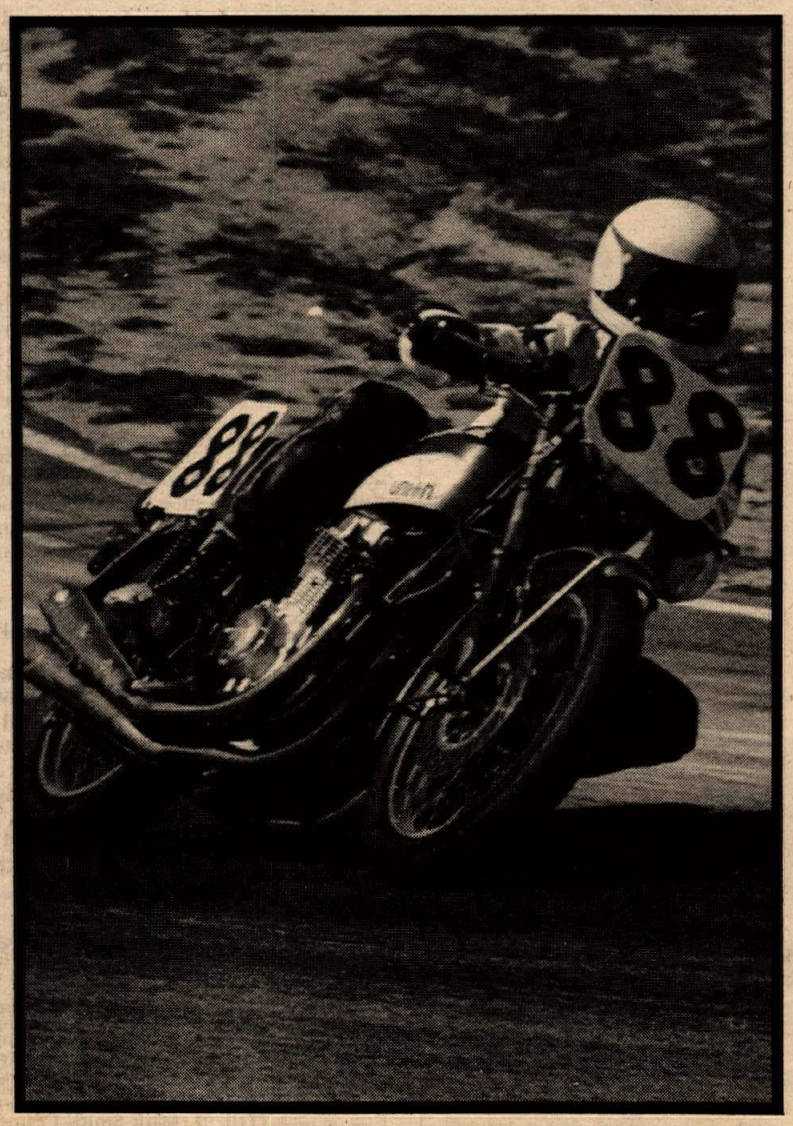
Racing in the Valley was up to Bicentennial standards this weekend as the Lodi Cycle Bowl and Pioneer Arena both put together fine tracks and racing was especially competitive. Kim Jorgensen moved into a commanding lead for the Valley Racing Association top rider award as he returned to the winner's circle at Lodi on Friday and finished second on the short track Saturday. Dennis Spence continues to win on scrambles but does not compete on the short track. Kim now leads by 12 over Spence and by 20 over brother Alex.

Lodi TT

Jorgy's win in the 250 Expert race was not easy as the lead changed nearly every lap. Kim dropped back as far as fourth on one occasion. Fellow Can-Am rider Ken Jackson finished second while Duane Spence moved into third. New Expert Mark Rizzuto of Antioch eked out his second fourth in as many weeks aboard a Kawasaki.

Spence, like Jorgy, won his sixth of eight Mains in the 500 Expert class at Lodi. Steve Brandt purchased Ken Roberts' Pontiac TT motor and except for a wide drift in the pit turn Brandt appeared headed for the win.

Bryant Gannon of Acampo joined the Junior ranks by topping a large 80 Novice class, while Brad Summers continues to win Open Mini Junior. But tonight's "gutsy" award goes to



Ed Unini

Ed Unini, 23, died Sunday, July 18 after being injured at Sears Point Raceway in Vallejo, California. Unini crashed and was hit by another rider on the first lap of practice for an AFM road race. He is survived by his father, Charlie; mother, Marie; and sister, Mary.

Unini was the Chairman of the AFM rules committee, in charge of revamping the club's rules for the 1976 season. He also co-directed the AFM, San Francisco Chapter New Rider Program. Unini served on the AFM, Inc. Board of Directors.

Unini was the top AFM Production rider of 1974, earning the right to carry the No. 6 plate during the 1975 season. He used a Honda 750 and a Honda 175 to win his title.

Unini's parents were known to the AFM racers as "Mom" and "Pop" Unini. Both supported Ed in his racing efforts.

Learning of Unini's death, Dick Pearce said "It really shakes you up when you lose someone like Ed, who was a gentleman, a racer, and a pleasure to be around at the races."

Unini was buried after services in his hometown of San Francisco on July 22. ●

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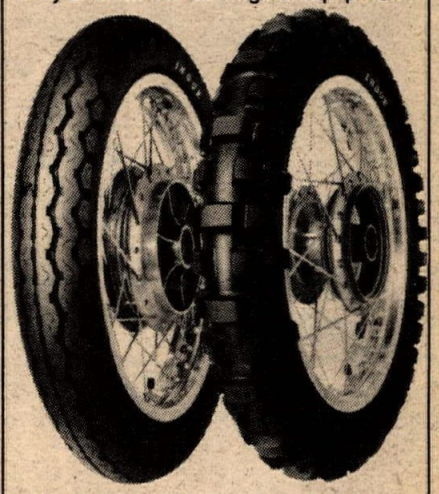

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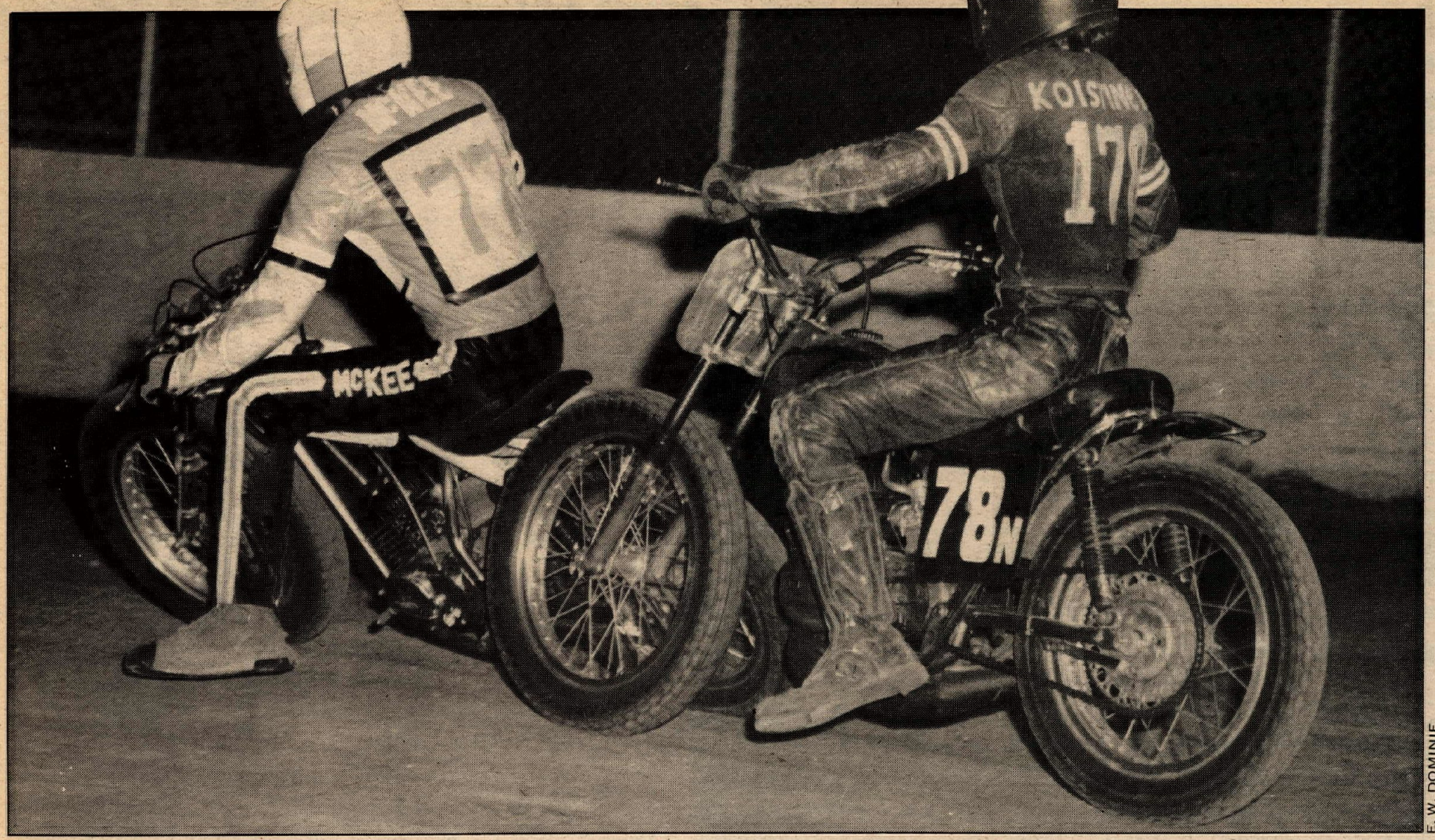
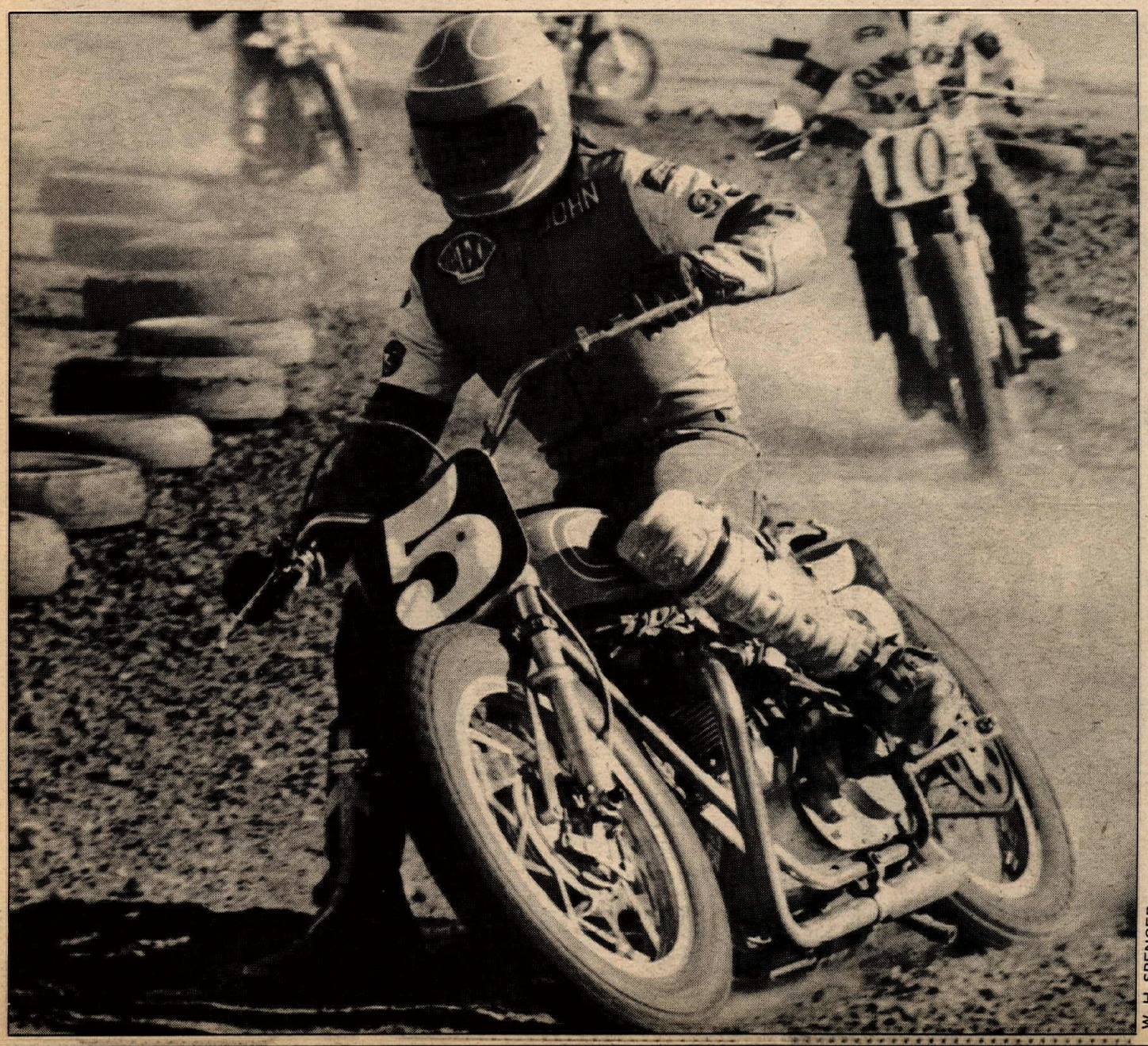


E. W. DOMINIE

Avoidance action at Cycleland short track, above, 200 Intermediates Dave Koistinen and Mike McKee. Below, Triumph-mounted John Tavis chasing qualifier points at Antioch.



W. H. SPENCER

Lathrop's Richard "Roofus" Richichi who rode the Main with what was later diagnosed as a broken hand. Hardly able to use the clutch, Roofus still finished second in what will probably be his last mini race as he turns 14 this month.

Oakdale ST

El Sobrante's Dave Faria battled with Jorgensen for the 250 Expert win and moved slightly ahead on the last few laps. These two blitzed the rest of the field.

Stockton's Carl Yerby won his second 360 Expert Main and moved into a comfortable lead over Dennis Huff for high point. Dennis was a consistent fourth tonight as white plate riders Chris Hudson and Jim Mertens were between him and Yerby.

Three-sixty Novices don't always race close, but tonight Guy Mullins, Kelly Dunnagan and Dave Bird put on a fine race with the lead swapping in about every corner. Mullins came out on top with Bird moving into second on the last lap. Dunnagan tried an inside pass on turn three and almost lost it to drop back to third.

A special thanks to those Washington, Oregon, and San Diego riders who came so far to race our tracks this weekend. We enjoyed your competition. ●

Results in Results Section.

Antioch TT Qualifier

By W. H. Spencer

ANTIOCH, CAL., JULY 4

It was round two of a six race series that would decide who is to go to the California State TT Finals at the Tulare Fairgrounds in October. The idea propounded by Fremont Raceway's Bob Hugill was to figure out how to get Scrambles racing back into the limelight. It has been suffering so long it appeared to be dead. The State TT Championships may be the answer if the four districts (Cam-Ad Council) can get together and get the word to rolling.

D-36 Director of Competition Brian Davis and brother Lynn, District Scrambles Steward are behind it 100% and the results have been about 100% increase in rider turnout. The expansion of one idea to a six race series with double points for Experts and the chance to run at the State Championship level may be what it needed.

For Dennis Spence, it was just the accumulation of more points towards his assault on the No. 1 Black Plate. Spence won the 250 Expert Main after a long duel with Kim Jorgensen and Steve Brandt; then took a second to Brandt in the 500 Expert Main. It was Brandt's first big time win and the Concord Yamaha people are still celebrating.

Little Joey Schlag put the good old come-from-behind trick on 100 Mini Junior Brad Summers to take the overall win and the 100 Mini Novice portion of their Main while Fred Merkel continues to dominate the Expert Mini portions of anything he runs.

Joey Jaconetti and Roger Hamilton put on a good duel for 100 Novice honors with Jaconetti setting up for the proper time to lead at the checkered. Rich Arnaiz surprise Tony Adragna with an effort that made him the 125 Junior Main winner.

Results in Results Section.

Cycleland Short Track

By Patty Piston

CHICO, CAL., JULY 10

A large crowd was on hand as the second half of the season got underway at Chico's Cycleland Speedway. Experts are again competing for a share in a $500 purse. Points will be accumulated over a ten week period.

Expert Troy Cummings (Yam) overcame a 60 yard handicap to win the 100cc Mini Handicap event. Bryan Roberts (Yam) got the holeshot. In hot pursuit was Dirck Sauer, Don Roberts and Jim Conger. Conger had moved into second by the sixth lap and Cummings had taken over third. Cummings, really putting the pressure on, got by Conger and Roberts in the eighth lap. Conger gave up second place when he went down in the ninth lap. At the checkered flag it was Cummings, Roberts and Sauer.

Yamaha mounted Dave Faria, from Richmond, won the 250cc Handicap. From a fourth place start he worked his way past Dave Nakao, Bob Gibson and Mike McAvoy by the fifth lap. He also picked up a first in the 250 Expert scratch race.

Junior Dave Ryan (Yam), competing in the 360cc class for the first time, picked up a first in the Handicap event. He was third off the line and by the sixth lap was in first. He rode a fine race and was able to hold off Experts Dick Turner and Chris Sauer who finished second and third respectively.

Results in Results Section.

Visalia TT

By Cosmic Cat & Co.

VISALIA, CAL., JULY 17

Crashing is still the problem here. With a couple of rough spots and riders running extra hard on the tight TT course, spills would be common in the Main. The most serious accident was when Atwater's Jerry Holzer lost control leaving the sweeper and hit the concrete grandstands.

Ricky Harper (Yam) stole the 100 Junior lead from Kevin Peck on lap two and proceeded to a comfortable win. Peck, from there, battled with Brock Glover (Yam) for second. Kevin had the advantage leaving the final turn of the last lap, but Glover put the traction

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300-15	N740	12.55	400-18	N740, 741, 742, 751	24.25	300-21	N740	18.85
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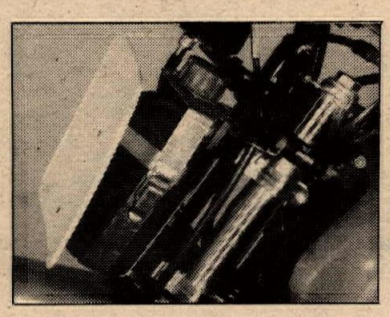

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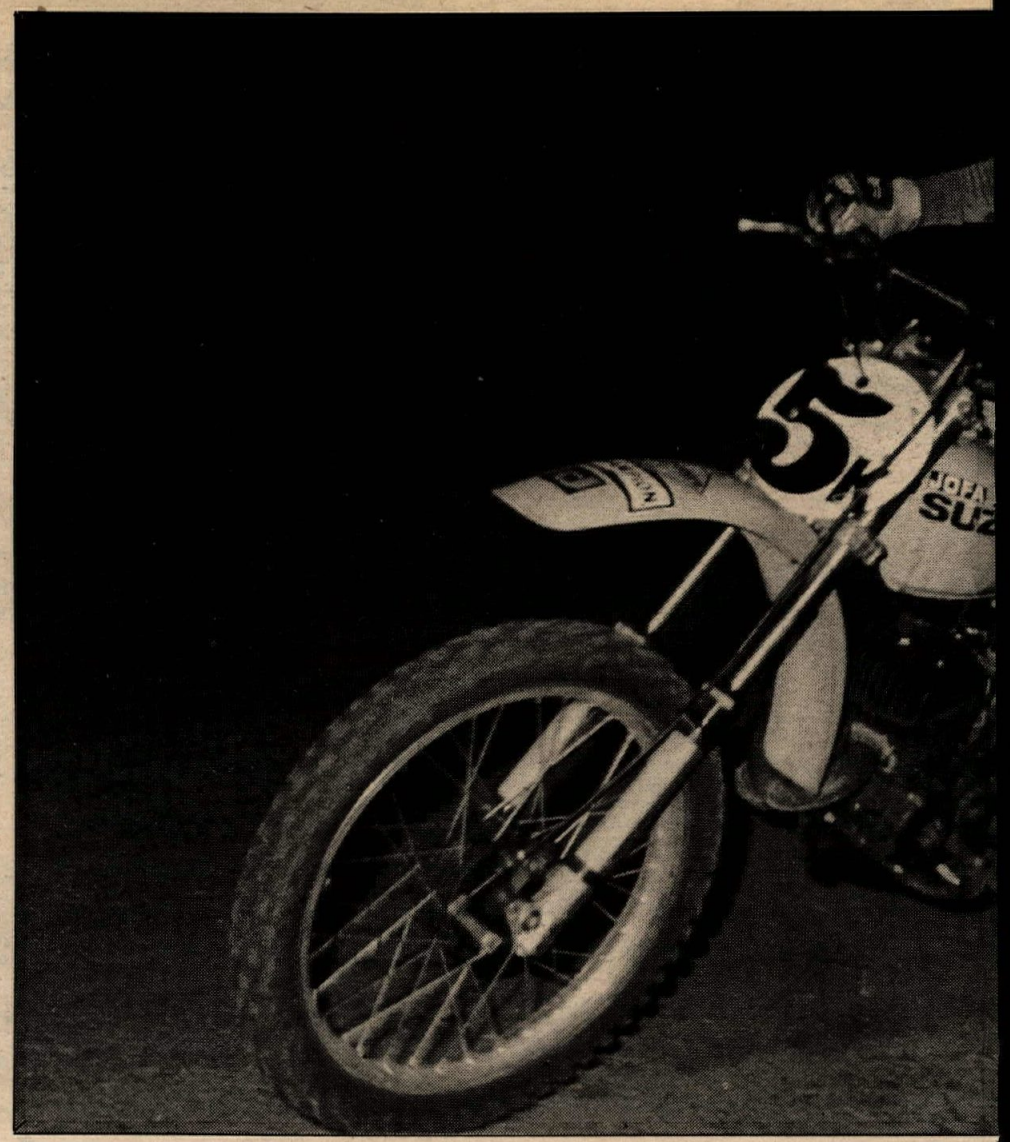

Mike Preston, eyes ahead, one of many at Fremont's new night MX.

where it did the most good and took second by millimeters.

The 125cc Juniors managed to go one lap before leader Mike Ragan (Suz) laid it down in turn one. Billy Wilson (Suz) missed the fallen leader but John Burnett (Suz) couldn't avoid contact and Ragan got nailed. The crash looked bad but after a small delay for Ragan and Burnett to regain their senses, both riders returned to the line for the restart. Billy Wilson took charge when the flag dropped again followed closely by Dennis Camp (Yam) and Rodger Inghan (Yam). Camp took the lead on lap four and put five bike lengths between himself and Wilson for the win. First turn casualty Ragan put the bite on Inghan for third on the last lap.

Scott Dinkins (Suz) led a strong showing of 250cc Experts two laps until his Porterville buddy, Scott Podergois (Suz – who was right behind the entire time) pushed past starting lap three. Podergois added a little cushioning space and went on to win.

Scott Dinkins doubled, taking the 125cc Expert titles. Steve Allision also doubled, taking the 125cc and 250cc Novice Mains. ●

Results in Results Section.

CMC night MX

By Steve Castillo

FREMONT, CAL., JULY 8

Don Cantaloupi (Yam), unlike most 125 Pros, had to work hard for his win.

Dan Geery started the ball rolling in round one with a blazing holeshot only to have the race restarted. No problem for Geery; he pulled the start again. Behind was a tight battle shaping up between Don Cantaloupi, Troy Deherrera (Yam) and Paul Turner (Suz). After several laps Deherrera moved into third, while up front Cantaloupi was really putting the screws to Dan Geery. It took him a few laps to do it but Cantaloupi finally got by.

Mike Preston (Suz) who finished fifth in the first round jumped out to the lead in round two. Don Cantaloupi was running second with Kent Classen (Hon) holding down third. Classen put on a drive that had to be seen to be believed. Swooping by Cantaloupi, he charged after Preston. After dicing momentarily with Preston he shot by into the lead. From then on it was Classen's moto.

Wes Elrod jumped out to an early lead in the first moto of the 500 Pro class on his big Moto-Villa. Elrod has learned to ride the Villa rather well of late and is looking pretty hot. Following in second was Scott Cowan (Mai) and Gary Murphy on his Lofano and Sons backed Suzuki. Ron Self came from behind and moved into second. Self was not able to catch the flying Elrod and finished second with Scott Cowan third.

In the second moto Ron Self wasted no time in shooting out to an immedaite lead. Right behind Self was Charley Halcomb (Hus) who had trouble in the first moto and finished sixth. This time, however, Halcomb was on the gas, looking fast and smooth. He passed Self two laps before the end and with his previous finish ended up second overall to Ron Self. Glenn Stiefel (Mai) put together his 4, 6 placing to take third overall. ●

Speedway Central

HANFORD, CAL., JULY 9

Hanford's speedway oval hosted several new riders this week, as rider graduations and injuries begin to change the starting lineups. Among the newer faces in handicap racing, Brian Bishop had a convincing win his first time out. In his first season in speedway and first time ever at Hanford, Mark Atchison from Southern California was impressive. An aggressive rider, he made the Handicap Main and the King of the Hill contest. A spectacular spill, which cost him a broken finger, kept him out of the winner's circle this time.

STEVE CASTILLO

Ron Hardin, back after an eight week bout with collar-bone-itis, had traffic problems in early heat racing but had it together for both the Scratch and Handicap Consis. He won the pair with two nice rides.

At main event time all the regulars had battled through and the tension was high as the fans waited to see if Jack Martin could pull off his much sought-after clean sweep. In the Handicap Main Jack faced all his regular rivals with Atchison added for good measure, and Mark Tracy of Fresno in his first main event on the zero yard line. Traffic was fierce in the rear echelon and while the high yardage men battled, Tracy stretched out a comfortable lead. Comfortable he thought, for on lap three Tom Morley and Martin broke loose and moved in for the kill. Tracy wasn't intimidated however, and he stuck like glue to the line that was working for him and the only one to get by was Martin for the win.

Martin now had the Scratch Main to win for his sweep. He faced Tom Ferris who spoiled it for him, last week, along with Morley and Grant Salyers. Jack was really hyped for this one – he got the holeshot and nobody saw anything but his dust for four laps. Jack took the first sweep of the '76 Hanford season and some nice bucks for his performance. ●

Team races at Speedway Central

HANFORD, CAL., JULY 16

The Hanford Hornets took on the So-Cal Smokers tonight in a team series that defies description. The first go saw So Cal's captain Louis Lindwall teamed up with red hot Tom Morley. Hanford fielded team captain Jack Martin supported by Danny Fletcher. When the gate went up Hanford had first and third with So Cal sitting second and fourth. Fletcher in his second team ride held third by inches lap after lap. However, on the last lap he wobbled and Morley shot by thus creating a tie of 3-3.

The second round put Fresno's Mark Tracy and substitute Brian Buffington for Hanford against So Cal's Tom Ferris and Tim Bradley. A first lap crash cost Bradley a rear chain and a last place. Ferris won it for So Cal with Hanford taking the 2-3 spots and another tie score 6 to 6.

With the team score tied, Hanford put Martin and Buffington against So Cal's Lindwall and Ferris. Would you believe another tie? Martin won it, but Buffington couldn't hold up his end so So Cal got second and third. This called for a final runoff of the high point man from each team for the tie breaker. It was Martin vs Lindwall for a two lapper. Martin dominated an obviously tired Lindwall and Hanford got its first win of the season.

Brian Buffington got a ten yard line start in the Handicap Main and it was too good for the rest of the pack. Jack Martin did a phenomenal job from his new 60 yard mark and got a third, not quite catching second place Faulkner. Buffington also made the Scratch Main to face Hanford's triple threat, Tom Ferris, Grant Salyers and Jack Martin. With Martin on equal footing he painted a different picture and the night's Hot Dogs followed him home under heavy pressure. ●

Bailey/Delacy split

By W. H. Spencer

FREMONT, CAL., JUNE 30

Rick Delacy and Don Bailey split a pair of Expert Main wins for round 12 of Wednesday night short track at Fremont Raceway. The win for Bailey, 11 of 14 starts, puts him just one point behind Delacy in the overall point standings.

Doug Chandler took a pair of Mains home to the trophy box with 80cc and 100cc mini Expert wins. He really had to work around big boy Dave Rosa in the 100cc Main.

In the Sonny Kenyon Cycles match race quarter finals, Rocky Malynn (Bul) proved a bit too much for Steve Mertens even with Steve on his brother's super trick 360 Yammer. One more quarter final will lead to two semi-finals and the big race for the $500 on July 28. Just to spice up the dollr bracket, Bill Keys of Grand Prix Cycles in Fremont will give the second place finalist $100 for his efforts.

A good dogfight went on in the 125 Junior Main with Keith Day getting the better of Mike Fruzen. Day got a good start with Fruzen and the two put on a good show sliding through the corners wheel to wheel. ●

Results in Results Section.

CMC night MX at S.I.R.

By Sue Sykes

KENT, WASH., JULY 9

Flyin' Ed Davis and Gary Racca rode their new DG prepared 125 Hondas for the first time at S.I.R. and *wow*, did they ride. Davis ran away with the first moto, leaving Gary Racca and Lee Voss (Hon) to battle for the next two positions.

In moto two Racca was on the ground just out of the start and was last out in this super 125 race. Voss grabbed the lead after Davis hit the ground on the first lap. When the flag came out eight laps later it was Voss – cinch for first overall – Racca third in the moto and Davis next.

Dan Brown rode his Auburn Motor Sports Bultaco to a one-one runaway with Randy Schweizer (C-A) and Rick Benek (Bul) following each moto – to take their share of 250 Pro money. ●

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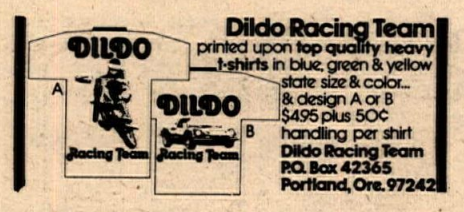

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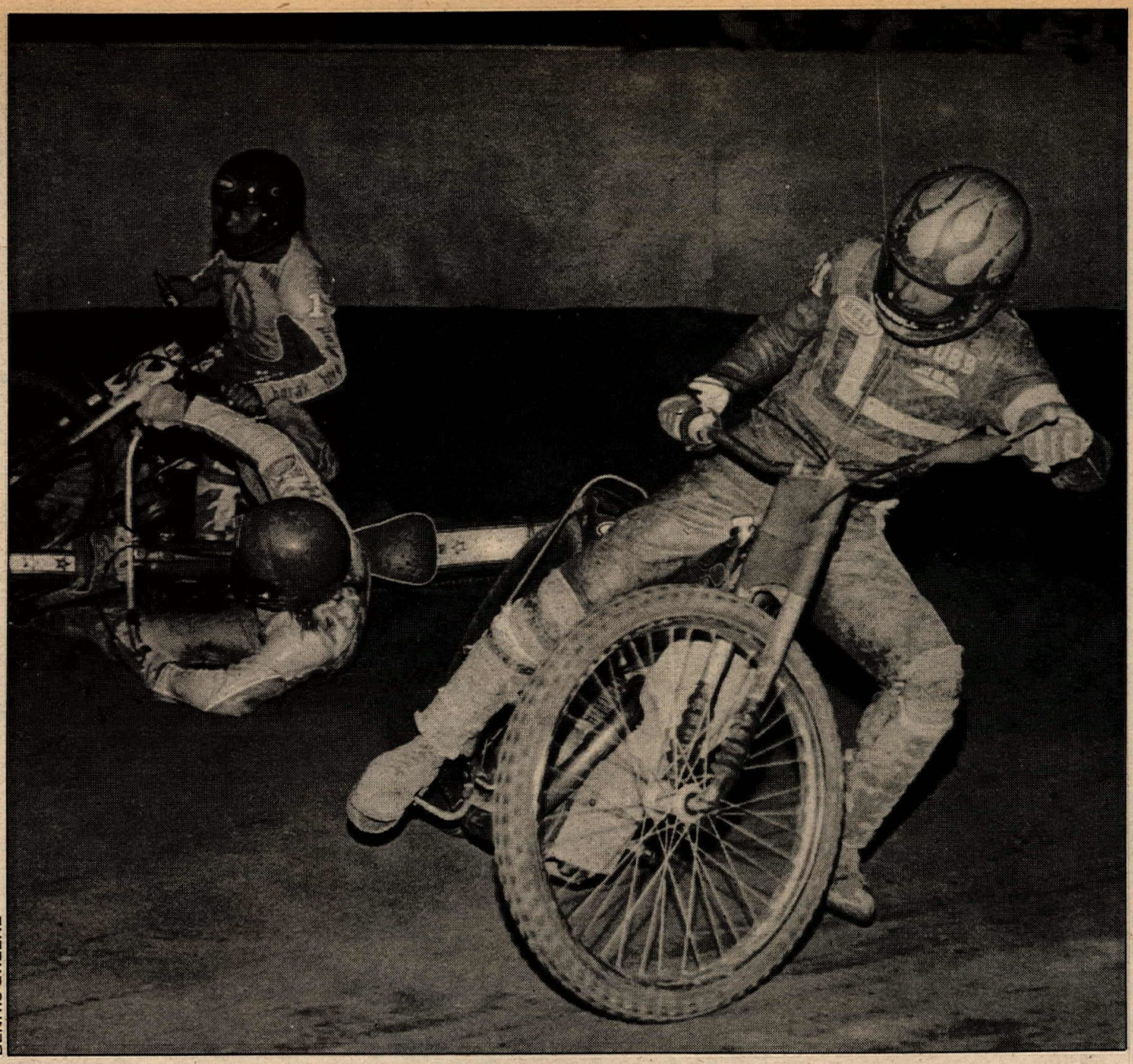

DENNIS GREENE

Did Dubb knock Bruce off? SRA officials were still trying to decide after Bakersfield-L.A. match (see story).

Ventura, July 20
By Dennis Greene

Opening night of the 15th week of team racing under the National Speedway League saw Bobby Schwartz lead the Ventura Sharks to victory over the Orange County Eagles. Bobby's 15 points along with Sonny Nutter's 11 gave the Sharks a six-point edge, 42-36.

Bill Cody, for the Eagles, tried hard to move his team into the winners' circle, with ten points, but he got little help from his team. The next high man for the team was Billy Gray, who only added six points.

Danny Becker returned to the Sharks after missing the last six weeks with a broken foot. He was disappointed with his performance but still was third high point rider, at nine points.

Jim Rogin earned the nickname Crashwall Rogin two years ago when he rode straight through the wall at Indian Dunes. Last year he tried the same thing at Irwindale and this past Tuesday night at Ventura the crashwall and Rogin renewed their acquaintance with Rogin coming out on the losing end with a broken shoulder.

That was in the Division Two Main Event and the race was stopped because Rogin took three other riders with him. Tom Brooks, of desert fame, already was on the sidelines because of a rule infraction. (In the first lap of the Main he crossed over the center pole with both wheels to the infield.) By the SRA rule, he was disqualified, but he was not stopped from lining up for the restart of the Main, and went on to win the race. A good ride, but a questionable win.

Tom Morely has done so well that he earned a Division One Rider's Card. His win in First Division tonight may just have put him in line for a team ride. Not too bad for a rookie.

San Bernardino, July 21
By Rex Reese

The Bakersfield Bandits have spent the last few weeks on top of the league as they have gone from track to track stealing the goods and then running away. Tonight was no exception as they blitzed the former occupants of the throne – the San Bernardino Sizzlers – who don't have anybody left to send to the hospital, because they can't afford to be any worse off than they already are.

From the start, the Sizzlers were in trouble as Dubb Ferrell and Dan Toomey put a 3-1 over hot Dean Forman, and Rick Farron, who fell a lot at the wrong times. Berdoo was put at a further psychological disadvantage when otherwise listless Bert Harkins pulled off a couple of holeshots, and Steve Nutter racked up 11 points, one less than teammate Ferrell.

Only in the last two regular team heats did Berdoo fans get any satisfaction as Ron Preston and Larry Shaw got even with Nutter and Harkins for an earlier defeat, which was then capped off next with a sweep by Dennis Sigalos and Mark Cherry over Jeff Sexton and Brian Short. The prospects of another sweep in the final to show up Bakersfield were shattered when Ferrell and Nutter did it to Sigalos and Cherry. After the dust had settled, Bakersfield had buggered Berdoo 48-30.

The Junior Speedway halftime program surprised everyone with an upset as Junior Champ Louis Kossuth fell on the second lap in the final, giving a runaway win to Scott St. John. In the Second Division Scratch Main, Rick Hukans came back from an amazing sidesaddle crash to win his heat and the Main in a close one over Stan Flanders. In the Handicap Main, Robin Hood came out of his forest to lead the charge until the last lap whereupon he had his doors blown off by Dubb Ferrell.

Irwindale, July 22
By Rex Reese

The L.A. Sprockets turned the Ventura Sharks into squid meat in a lopsided contest that had the Sharks virtually defeated before they ever set a tire on the track.

Problems stemmed from the unexpected absences of Randy Marsh, whose van broke down on the freeway, and Danny Becker, who had trained for six straight hours the day before and burned himself out in the process. The losses left Ventura grovelling about in the pits and choosing a pair of First Division riders, Robin Hood and Stu Egli.

L.A. was overpowering to the point of monotony as six sweeps were scored by the riding paris of Steve Columbo/Rob Morrison, and Mike Bast/Gene Woods, with three each. Bast, Woods and Bruce Penhall completed perfect rides of 12 points a piece.

Penhall and Woods got together in the final team event to put one more sweep over Centura's Bobby Schwartz and Scott Sivadge to finalize Ventura's demis 53-25.

In the Handicap Main everybody was rooting for Gene Woods, who, when the gate lifted, went *absolooootely berserk* on his trick four valve Jawa. But while Gene was riding the outside, Mark Cherf was on the inside right behind him, every now and then catching up as Woods would lose some traction in the corners. In the last two turns, Cherf barely edged out young Woods.

Costa Mesa, July 23
By Dennis Greene

All-time Speedway greats Sonny Nutter and Bill Cody have held the bronzed tribute to the Orange County Fair, a straw hat. In the past it was a one-on-one match race for the trophy. This year there were seven events to pick the winner.

First Mike Bast beat Alan Christian then Bobby Schwartz put Jeff Sexton away. Nutter did it to Woods and it was Bruce Penhall over Dubb Ferrell. In the second round, Bast bested Schwartz and Penhall got Nutter, and for the first time in several years, there were two riders going for the hat who had never won it before.

Mike Bast lined up on the outside with Bruce Penhall on the pole. The gate went up and Bruce jumped off to lead it wire-to-wire, grinning all the way.

Bruce stayed hot and went on to win the Handicap Main, which was still being talked about hours after the races were over. The talk was about whether there was a red flag put out halfway through the race (no). When Steve Columbo crashed on the front straight, the red flag was taken out of the stand and was in the hand of the starter. That made Dubb Ferrell and Mike Muntean slow down, but the flag was not waved and the race was not stopped.

Jeff Sexton was the only man to meet the challenge of Penhall night. That came in the Scratch Main as Jeff headed Bruce off for all four laps.

Bakersfield, July 24
By Dennis Greene

The first official protest of the final results of a match was filed in writing with the SRA referee tonight. Mike Bast as team captain of the L.A. Sprockets and SRA board member, filed his team's protest of the 13th event which saw Bruce Penhall fall down before turn one of the first lap. Bruce said he was put down by Dubb Ferrell.

Leading up to the protest was one of the closest nights of racing all year. Neither team ever got more than a two-point lead. Six times they split the score at three points each; as both teams turned in two clean sweeps and four times the score was tied up.

At the end of the 12 races Irwindale was ahead 37 to 35. The 13th and final event is for high-point riders only. Bruce Penhall and Mike Bast were in for Irwindale/LA; Dubb Ferrell and Steve Nutter were representing the Bandits. All night team racing had been the word with the front-runner setting the pace so his teammate could take over second spot. That is what teams are all about. The Bandits had to get first and third to tie up the score or a clean sweep for five points and the win.

As the gates went up, everyone got off together. Penhall had about a foot lead as the four riders pitched it sideways going into the first turn. From my angle in the infield, I could not say whether he did get hit by Ferrell, but something did cause Bruce to slide out and down. At the same time Bast had to go wide to miss Bruce, leaving Nutter and Ferrell all alone to run off with the sweep they needed to win.

The protest will not heard until Monday night and this paper will already be at the printer. The final, but not official score, shows the Bandits with 40 points and L.A. with 38 . . ?

There was even trouble in the Handicap half of the show. One rule that has been badly overlooked this year says that no rider may ride in First Division until the SRA and promoters agree that that rider has earned the right. Because of so many riders in Divison One being injured, several lower division riders have been pushed ahead to fill in the spaces. This has led to even more riders getting hurt.

This practice was hopefully brought to a stop when the board members on hand said that if several riders who did not carry a First Division card, weren't taken out of their events, some of the First Division riders would pack up and go home.

Those lower division riders were removed, and the show went on with Jack Martin winning the First Division Handicap Main. Bobby Hardison, one of the riders set back, won the Second Division Main.

Results in Results Section.

RESULTS

Perris ST & TT
Perris, Cal.
July 10, 1976
By Carolyn Graves

SHORT TRACK
100/125
Charles Carroll Yam
Kirk Johnson Hon
Steve Karsten Yam
250 NOV
Jim Gentile Oss
Dana Peters Suz
John Norsworthy Oss
250 AM/EX
John Sperry Suz
Dorothy Rowe Yam
Tom Clark Bul
NOV MOTO
Jeff North C-A
Robert Cowom Yam
Dennis Pinheiro Suz
AM/EX MOTO
Dan Frauenberger Yam
John Sperry Suz
TT
100/125
Carles Carroll Yam
Steve Karsten Yam
Kirk Johnson Hon
250 NOV
John Norworthy Oss
Jim Gentile Oss
Dana Peters Suz
250 NOV
Bob Calloway Kaw
LeRoy Kaw
Phil Knapp Yam
250 AM/EX
Glenn Barrett Bul
John Sperry Suz
Dorothy Rowe Yam
OPEN NOV
Carl Brown Yam
Cliff Miller Mai
Dennis Pinheiro Suz
AM/EX MOTO
Don Fraunberger Yam
Michael Moon Yam
Steve Miller Yam

Saturday MX
Saddleback Park
Orange, Cal.
By Michelle

125 EX
Arden Hadley Hon
Ken Ehlers Hon
Ron Blanton Yam
250 EX
Bob Elliott Suz
Eddie Cole Bul
Mike Goodrich Suz
OPEN EX
Gaylon Mosier Mai
Mike Gillman Suz
Bill Rubly Mai
125 INT
Brett Meyer MM
Bill Dietz Yam
John Volkman Yam
125 JR
Danny Westerguard Suz
Len Larson Hon
Mark Bottoroff Hon
125 BEG
Jeff Porrier Suz
Mark Coker Yam
Arnold DeArco Hon
250 INT
Steve Lutz Mai
Jeff Claysen Suz
Craig Robertson Suz
250 JR
Steve Salas Yam
Steve Kendirck Suz
Mike Neer Suz
OPEN INT
Steve Stasiefski Mai
Chris White Mai
Art McClain CZ
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Warren Wright Mai
Rick Oliver Yam
Victor Viscio Mai
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100 JR
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Nick Ackley Yam
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Mike Toycen RR
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Bobby Paleno Hon

MC Raceways
Moore, Okla.
July 10, 1976
By Marilyn Beitler

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Nathon Powles
POWDER PUFF
Kim McGraw
Sissy Hill
Galene Stephens
OPEN EX
Charles Cooper
Chris Cunningham
Clarence Fortney
OPEN-AM
Pokey Brady
Kenneth Sword
Bob Bennight
OPEN NOV
Russ Panther
John Bryan
David Hensley
250 EX
Carleton Curtis
Greg Prestige
Steve Willard
250 AM
Robert Briscoe
Mark Dennison
Claude Fontenot
250 NOV
B.J. Rooker
John Bryan
Gary Combs
125 EX
Clarence Fortney
Mark Russell
Dennis Cobb
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0-61 STK (6-8)
Tray Ewers
Bubba Robinson
Shelton Smith
61cc MOD (6-8)
Todd O'Neal
Randy Alexander
Chad Parker
61 STK (9-11)
Tony Smith
Shane Sitton
Shannon Kelley
0-83 STK NOV (9-11)
Timmy Justice
Welby Redwine
Ronnie Warman
83 STK EX (9-11)
Ben Theriot
Shane Sitton
Craig Raymond
83 MOD NOV (9-11)
Ronnie Warman
Leo Norman
Welby Redwine
83 MOD INT (9-11)
Alan Burden
Dannan Norman
83 MOD EX (9-11)
Ben Theriot
Matt Whiting
Mike Dickey
0-105 MOD EX (9-11)
Ben Theriot
Darin Eames
Alan Burden
83 STK NOV (12+)
David McClain
Tate Blanchard
Derek Grant
83 STK INT (12+)
Matt Hopkins
Darrell White
John Pollard
83 STK EX (12+)
Kevin Jones
Derek Wedding
Billy Grubb
83 MOD NOV (12+)
Curt Pannagl
Kerry King
Eric Braden
83 MOD INT (12+)
Kyle Landrum
Mike Allen
Darrell White
83 MOD EX (12+)
Derek Wedding
Johnny McGee
Jimmy Braden
105 NOD EX (12+)
Derek Wedding
Mark Loving
Jerry Surber
MOTORCYCLE CLASSES
100 cc NOV
Vaughn Halfacrew
Russell Babcock
Tommy Burden
100 INT
Chuck Platt
David Bingham
Bruce Slaughter
100 EX
Shaun Kelley
Steve Schramm
Bubba Whitten
125 NOV
Mike Bodenhammer
Stuart Cotton
Paul Demetriou
125 INT
Donny Guillory
Todd Kimbrell
Bennie Noska
125 EX
Steve Schramm
Shaun Kelley
Barry Callaway

Saddleback Moto-X
Orange, Cal.
July 10, 1976
By Michelle

125 EX
Paul Schones Hon
Jack Keese Hon
Tag Turner Hon
250 EX
Rich Eierstedt Hon
Jeff Vidic Mai
Chris Burgeson Suz
OPEN EX
Wayne Boyer Bul
Gary Semics Kaw
Jack Hazzard Suz
125 INT
Jim Gibson Hon
Dan McLeod MM
Scott Bell Hon
125 JR
Bill Meyers Suz
Todd Duncan Hon
Bart Hitt Suz
125 BEG
Steve Pfaff Hon
David Mendoza Hon
Ken Power Suz
250 INT
Billy Keefe Kaw
Daniel McKinny Mai
Frank Bua Mai
250 JR
Mark Halliburton KTM
Gary Sherohman Bul
Mark Howard Yam
250 BEG
John Powers Suz
Tim Hethcox Yam
Doug Vanderboek Mai
OPEN INT
Chris White Mai
Jim Beltinck Mai
Clinton Bartee Mai
OPEN BEG
Philip Gibson CZ
Warren Wright Mai
Pete Wilkins Yam
100 EX
Kurt Sofka Yam
100 INT
Mike Auer Hon
100 BEG
Kelly Oliver Suz
Mike Bronson Yam
Steve Asa Suz
MINI EX
Chris Howard Yam
Dallas Rebello Yam
MINI INT
Adam Renteria DMG
Gary Goforth DMG
Wayne Arnold Yam
MINI JR
Ed Jackson Hon
Michael Brady Hon
MINI BEG
Todd Bellings Yam
Doug Van Wilgen Hon
Curt Bingham Yam

Buffalo Park
Speedway
Carrollton, TX.
Mini Nat'l. Southern
Champship Qualifier
July 3, 1976
By Richard Wallace

0-65
Roger Schellenberger
Bret Rosenberg
Ross Duncan
R. J. Gamble
James Patton
0-85
T.J. Houghton
Jeff Pendergraft
Mike Blake
Ross Duncan
James Harris
0-85
David Langley
Buryman Patton
Scott Adams
Bull Haynie
Joe Reay
0-105
Scott Adams
Steve Perdue
Robert Grunsfeld
Kevin Brunson
Peter Elmer
100
Steve Pedergraft
Bull Haynie
David Williams
Albert Kerr
Rodger Barton

Perris ST & TT
Perris, Cal.
June 26, 1976
By Carolyn Graves

SHORT TRACK
Charles Carroll Yam
Kirk Johnson Yam
Mike Paulson Yam
250
John Sperry Suz
Tom Clark Bul
Mike Bruyn Yam
OPEN NOV
Dennis Pinheiro Suz
John Gibbs Bul
Eddie Evans Bul
OPEN AM/EX
John Wells Yam
Bob Wolstein Yam
Dusty Mudd Bul
OPEN AM/EX
Jack Vaughn Tri
Rick Trait Oss
Bob Sanders Kaw
TT
100 NOV
Kirk Johnson Yam
Mike Sharp Yam
James Reiman Hon
125
Charles Carroll Yam
Jess King Kaw
Kirk Johnson Yam
250 NOV
Jim Chapman Kaw
Mike Bruyn Kaw
Bruce Kirk Yam
250 NOV
John Norsworthy Oss
Doug Sherman Oss
Mark English Hus
250 AM/EX
Danny Hockie Oss
John Sperry Suz
David Callaway Kaw
OPEN NOV
Lynn Wagstaff Yam
Mike DuBont Kaw
Jeff Anway Hon
OPEN NOV
John Gibbs Bul
Dennis Pinheiro Suz
Steve Tillack Tri
OPEN AM/EX
Michael Moon Yam
Tim Abshier Mai
John Wells Yam
OPEN AM/EX
Bob Sanders Kaw
Paul Lambert Yam
John Sperry Suz

CMC Night MX
Fremont, Cal.
July 8, 1976
By Steve Castillo

MINI DIV I
Howie Ross Yam
Robbie Webster Hon
Mike Nuthen Yam
MINIS DIV II
Ruben Villarreal Yam
Lelly Berry Yam
Shwan Hantz Yam
OLD TIMERS
Cecil Yother Mai
Bob Porter Hus
Loyall Woolen Hon
VETS
Steve Machado Yam
Gary Jacques Suz
Ty Cruze CZ
100 JR
Joey Schlag Suz
Kirk Woods Suz
Bob Bean Yam
500 PRO
Ron Self MV
Charles Halcomb Hus
Glenn Stiefel Mai
500 INT
Steve Law Mai
Tim Alrcon KTM
Curt Wilcox Yam
500 NOV DIV I
Rich Lokke Hon
Jim Lambert Suz
Pete Conner Suz
500 NOV DIV II
Rick Barry Yam
Bill Woolman Yam
Charles Denner Yam
250 PRO
Phil Crane Suz
Bruce Manzoni CZ
Bob Terwilliger Kaw
250 INT
Peter Bierwith Mai
Larry Lacey Suz
Wayne Archer Yam
250 JR DIV I
Mike Ciccarali Hon
Mike Hurwitz Mai
Bob Edgren Mai
250 JR DIV II
Duke Dowell Hus
Jim Franti Hon
Jerome Heiberger Suz
250 JR DIV III
Steve Fugate Suz
David Roberts Kaw
Tony Olea Yam
250 JR DIV IV
Steve Blythe Yam
Jeff Sinks Mai
Ray Reinerston Suz
125 PRO
Don Cantaloupi Yam
Kent Classen Hon
Mike Preston Suz
125 INT
Mike Bonner Hon
Tony O'Reilly Hon
Drew Nieminen Suz
125 JR DIV I
Jim Sisco Suz
Dennis Stolp Yam
Brad Martinez Hon
125 JR DIV II
Steve McQueen Suz
Tom Venuti Suz
Fred Luiza Hon
125 JR DIV III
Mark Fortin Yam
Chris Martinez Hon
John Capilla Hon
125 JR DIV IV
Dick Luther Suz
Mark Smith Yam
James Taylor Hon
125 JR DIV V
Rich Van Voast Yam
Dick Schumache Hon
Paul Flores Hon

D-36 TT Qualifier
Antioch, Cal.
July 4, 1976
By W.H. Spencer

80 NOV
Billy Brazil Yam
Mark Key Yam
80 EX
Fred Merkel Yam
Al Haner Yam
100 NOV/JR
Joey Schlag Suz
Brad Summers Yam
100 EX
Fred Merkel Yam
Marvin Lewis Yam
100 NOV
Joey Jaconetti Yam
Roger Hanilton Hod
125 NOV
Marvin Woods Yam
Chuck Solis Suz
125 JR
Rich Arnaiz Hon
Tony Adragna Yam
175/200/NOV/JR
Fred Winters Hon
Larry Bedford Suz
250 NOV
Pat Krznarich Bul
Mike McFarren Hon
250 JR
John Jones Yam
Lonnie Kerley Yam
250 EX
Dennis Spence C-A
Kim Jorgensen C-A
Steve Brandt Yam
500 NOV
Chuck Gondala Yam
John Hegarty Yam
Roy Fisher Yam
500 JR
Jerry Kennedy Yam
Don Whitlow Yam
John Jones Yam
500 EX
Steve Brandt Yam
Dennis Spence Yam
Rick Delacy Yam
650 NOV/JR
Greg Billings Tri
Stephen Metcalf Tri
750 EX
Eric Weisler Yam
Phil Vitale Nor
John Tavis Tri

Escape Country MX
Trabuco Cyn., Cal.
July 11, 1976

SM
Ron McKiernan Hon
Mitch Saruwatari Yam
Bryan Paquette Hon
SM BEG
Duane Headworth Yam
Richard Rimlinger Yam
Rick Cecrle Hon
SM NOV
Joe Nist Yam
Norman Nilsson Hon
David Hooper XR
SM INT
Greg Hamilton Yam
SM EX
Bobby McGregor Yam
100
Bob Ballinger Yam
100 BEG
Mark Jilg BC
100 NOV
Jon Kandel Hon
Tim Willmeth Hon
125 A
Tom Marquez Yam
Brian Smith Yam
Steve Feather Hon
Jeff J. Hill Kaw
125 B
Fred Willis —
Tony Romero Hon
Mark Fitzgerald Hon
Keith Fennell Suz
125 BEG A
Shawn Hughes Hon
Mark Bottorff Hon
Kenn Hamilton Yam
125 BEG B
Rick Huth Yam
O.C. Moore Suz
Doug McKee Hon
125 NOV A
Don Edwards Hon
Derek von Hartman Hon
David Becker Yam
125 NOV B
Rick Melgren Hon
Kent Hawksworth Suz
David Foster WH
125 INT
Roger Barling Yam
Mark Baunwalder Yam
Tom Wagner Hon
250
Ed Powell, Jr. Yam
Tom Snyder CZ
Matt Saruwatari Yam
250 BEG
John Criswell Suz
Jeff Conlin Hus
Brad Hambly Kaw
250 NOV
Jerry Kessloff Yam
Don Wickham KTM
Darren Kaiser Yam
250 INT
Scott Carnshan Yam
Tim Criswell JBS
OPEN
Ray Hill Kaw
OPEN BEG
Gary Goodger Mai
Edward Hartman Suz
OPEN NOV
Roger Hendrix Kaw
OPEN INT
Bob Savage Mai

Women's MX Nat'l.
Valencia, Cal.
June 27, 1976

GRAND NAT'L STANDINGS
125-250
1. Sue Fish
2. Johanna Stenersen
3. Joann Miley
4. Linda Barnes
5. Donna Nearn
6. Trudy Beck
7. Lisa Howard
8. Pat Jacques
9. Cherry Stockton
10. Niki Kellogg
11. Cheryl Acres
12. Nancy Thomas
13. Lynette Zuber

125 EX NAT'L
1. Sue Fish
2. Johanna Stenersen
3. Linda Barnes
4. Barbara Spielman
5. Joann Miley
6. Cheryl Acres
7. Lisa Howard
9. Trudy Beck
10. Kitt Pratt
11. Pat Jacques
12. Diane Harmon
13. Terri Bender
14. Jan Parker
15. Lynette Zuber
16. Cherry Stockton
17. Nancy Thomas
18. Kim LaVigne
19. Debbie Saenz

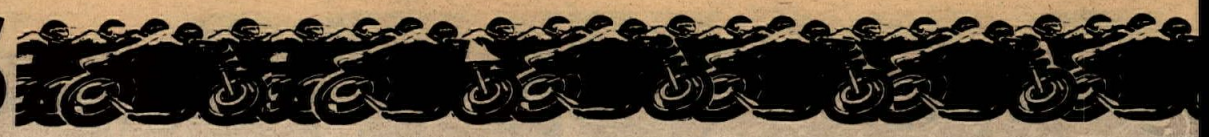
250 EX NAT'L
1. Sue Fish
2. Joann Miley
3. Johanna Stenersen
4. Carla Swing
5. Cherry Stockton
6. Donna Nearn
7. Pat Jacques
8. Karen Hartman
9. Trudy Beck
10. Linda Barnes
11. Lisa Howard
12. Nancy Thomas
13. Kit Pratt
14. Lynette Zuber
15. Susan Andrew
16. Cheryl Acres
17. Barbara Spielman
18. Niki Kellogg

SIDEHACK TD
HEAVYWEIGHT
1. Melillo/Melillo
SIDEHACK TD
LIGHTWEIGHT
1. Holland/Harris
PIT TOOTSIE TD
PRO/EX
1. Michael Stearns
PIT TOOTSIE TD
NOV/INT
1. David Caspary
INT STANDINGS
125 PLUS 250
1. Kathy Brobeck
2. Charleen Higgens
3. Carey Steiner
4. Debbie Lutz
125 INT
1. Charleen Higgens
2. Debbie Lutz
3. Kathy Brobeck
4. Paulette Napoleone
5. Frances West
6. Carey Steiner
7. Mickey McDonald
8. Linda Stinebaugh
9. Robin Wright
250 INT
1. Kathy Brobeck
2. Cindy Belote
3. Carey Steiner
4. Chris Wallace
5. Charleen Higgens
6. Rox Ann Dougherty
7. Linda Clark
8. Debbie Lutz
9. Dee Hanscom
10. Thelma Lou
11. Denise Fitzgerald
125 NOV FINAL
1. Pam Montague
2. Tandy Jenkins
3. Gay Belote
4. Lynda Ledlow
5. Sue Wood
6. Kellie Caspary
7. Debbie Eason
8. Kathy Hoeppner
9. Lynn Musgrove
10. Kitty Nichols
12. Shahin Vandermaas
13. Dee Granger
14. Myriam Rodriquez
15. Kristi Hendrickson
16. Dede Cates
125 NOV QUAL DIV I
1. Pam Montague
2. Tandy Jenkins
3. Dede Cates
4. Kristi Hendrickson
5. Shahin Vandermaas
6. Myriam Rodriguez
7. Debbie Eason
8. Kitty Nichols
9. Stephanie Tufts
10. Deborah Hassler
11. Jeanene Harnetiaux
12. Venus Jacobsen
13. Uli Crezee
14. Susie Clark
15. Dorothy Bowen
16. Kim Brown
125 NOV QUAL DIV II
1. Lynn Musgrove
2. Gay Belote
3. Kellie Caspary
4. Kathryn Hoeppner
5. Lynda Ledlow
6. Sue Wood
7. Dee Granger
8. Pat Holland
9. Kathy Walch
10. Donna Walker
11. Joanne Urquhart
12. Linda Clare
13. Robin Sauls
14. Joy Ames
15. Debbie Baxter
16. Eileen Alba
17. Melanie Evans
18. Tracy Lauze
250 NOV
1. Kristi Hendrickson
2. Jeannie Young
3. Ann Mennell
4. Laurie Maly
5. Michele Griffin
6. Pauline Pitt
7. Joyce Ford
8. Jenny Nelson
Granny
1. Penny Terry
2. Carmen Reichenberg
3. Diane Connolly
4. Norene Hendrix
5. Donna May
6. Patti Hulse

Pardise Val. MX
Ft. Worth, TX.
July 11, 1976

POWDER PUFF
Kerri Gropper Suz
Alison Allen Suz
Carolyn Baldwin Suz
MINI JR
Alan Burden Hon
Jay Zea Yam
Chad Calvert Hon
MINI SR
Troy Rogers Yam
Trent Vonhof Yam
Mark Terry Hon
100 NOV
Jeff Coker Suz
Jay Doughty Yam
David Franklin Suz
125 NOV DIV I
Doug Gaunce Yam
Eddy Pate Yam
Jack Jenkins Hon
125 NOV DIV II
Jerry Schwartz Yam
Larry Wilkins Yam
Gary Reid Suz
250 NOV
Rusty Long Bul
David Cantrell Suz
Wayne Carnes Mai
OVER 30
Jim Calvert Hon
Ronnie Mullen Hon
R.L. Doughty Yam
MINI BEG
Richie Standifer Hon
Richard Abbott Yam
Rick Green Yam
FUN RACE -EGG MINI
Bobby Krider Yam
Jessie Clifton Hon
FUN RACE- EGG
Freddie Miller Hon
Alison Allen Suz
Tim Hall Suz
100 INT
Mark Loving Yam
Guy Allen Suz
Jeff Coker Suz
125 INT
David Gaunce Yam
Ronnie Mullen Hon
Ron Kunz Suz
250 INT
John Poor Hus
Boyce Gholson Suz
Joe Busby Suz
OPEN INT
Boyce Gholson Suz
Michael Daniel Pen
John Martin Suz

RESULTS



Country Line Cycle
Irving, TX.
July 11, 1976
By Marsha Godfrey

MINI JR
Chris Minor Hon
Jay Haggard Hon
Brad Fischrupp Suz
MINI SR
Mike Cupito Hon
Frank Rousseau Yam
David Cooper Yam
100
David Sanders Suz
Dennis Hawthorne Suz
John Keith Hon
OVER 30
DeVaughn Mitchell Bul
Phil Oliver C-A
Vic Doyle Bul
125 NOV DIV I
David McKelvy Yam
Scott Hester Yam
David Sanders Suz
125 NOV DIV II
Phil Kretchmar Suz
Scott Cober Yam
David Greenhill Pen
125 INT
Joe Smith Hon
Bruce Hallmark Hon
Ivan Neeper Hon
250 NOV DIV I
Keith Jernigan Suz
Mark Keetch Bul
Scott Hester Bul
250 NOV DIV II
Jeff Rhodes Yam
John Green Hus
Loyd Groves Yam
250 INT
Marty Luther Yam
Jimmy Holloway Suz
Brian Wilson KTM
OPEN INT
DeVaughn Mitchell Bul
Gary Loftice Mai
Grady Stegman Suz
125 EX
Ruben Alonzo Hon
Mike Hullett Suz
Dave Boles Hon
250 EX
Gene Durham Pen
Rickey Kidd Pen
Wyman Priddy Bul
OPEN EX
Gene Durham Pen
Wyman Priddy Bul
Dickey Nowell Pen

CMC ST
Chico, Cal.
June 26, 1976
By Patty Piston

100 JR
Joey Jaconetti Yam
125 JR
Mike McAvoy Yam
Dave Ryan Yam
Dan Benson Hon
200 JR
Tom Gutzman Bul
250 JR
Bob Gibson Bul
Mike McAvoy Yam
Rick Fodge Yam
360 JR
Jeff Adams Bul
200 INT
John Sudberry Yam
Mike McKee Yam
250 INT
Mike Hall Bul
Maurice Merrill Bul
250 EX
Cliff Hylton Yam
Steve Dietz Bul
Jim Hubbard Yam
360 EX
Dick Turner Yam
80 MINI HDCP
George Cummins Yam
Rusty Elam Yam
Bobby Thomas Yam
100 MINI HDCP
Troy Cummings Suz
Jim Conger Yam
Dirck Sauer Yam
200 HDCP
Dave Koistinen Bul
Dan Fowler Yam
John Sudberry Yam
250 HDCP
Maurice Merrill Bul
Bob Gibson Bul
Jim Hubbard Yam
360 HDCP
Chris Sauer Yam
Dick Turner Yam
Jim Chadwick Yam
EXPERT SEMI PRO
10 WEEK SERIES
Jim Hubbard
Cliff Hylton
Steve Dietz
Ken Gray
Chris Sauer
Loweel Moural
Dick Turner
Ray Hubbard
Bob Grant*
Jim Chadwick*
Shane Scott
Mike Freeman
*tie

CMC Scrambles
West Sacramento, Cal.
July 9, 1876

OLD TIMERS
Frank Escobar
Richard Schomus
Scott Gerhardt
MINI EX
Kelly Langseth
Shawn Walkingstick
Greg Bonovich
MINI JR
Eugene Franklin
Rob Eldridge
Jeff Baxter
100 JR
Alan Ferreria
Ron Brown
Rick Cervantes
250 & INT
John Land
Jon Zimmerman
Bob May
OPEN JR
Brad Hood
Rick Flowers
Troy Kelso
250 JR I
Terry Murphy
Brad Ruddell
Mike Fudge
250 JR II
Frank Escobar
Frank Goulding
Gary Barbar
125 INT
Jon Zimmerman
Mike Zimmerman
John Land
125 JR
Brad Hood
Alan Padjen
Dale Hansen

Mansfield MX
Mansfield, TX.
July 2, 1976

JR BICYCLE
Billy Kennedy
Bobby Nieman
Chris Pritchett
SR BIBCYCLE
Mark Clark
Glen Conrad
Kevin Cavazos
JR MINIBIKE DIV I
Brad Fish
Tracy Riddle
Curtis Coker
JR MINIBIKE DIV II
Keith Oliver
Rick Green
Tony Densmore
100 NOV
Jay Record
Dud Gage Yam
Jim Calvert Hon
100 NOV
Dennis Hawthorne Suz
Jay Record Yam
Skipper Franks Yam
125 NOV
Tim Adams Hon
David Mootz Yam
Charlie Holmes Suz
250 NOV
Todd Fox Pen
Randy Cox Hus
Mark Keetch Bul
125 INT
Jim Ewing Hon
Danny Flowers Hon
Ronnie Mullen Hon
250 INT
Kirk Spencer Yam
Randy White Bul
Harold Kenrick Yam
OPEN INT
Kenny Adams Suz
Rodney Gorman Pen
Grady Stegman Suz

AME MX
Indian Dunes, Cal.
July 9, 1976
By Shirley

PEE WEE STK
Raymond Swearinger MV
Kris Feldman MV
Warren Provost Ind
PEE WEE MOD
Randy Moody Ind
Roy Smith Ind
JR CYCLE DIV I
Billy Keffer Hon
Trini Camarena Hon
Dean Lonskey Hon
JR CYCLE DIV II
Scott Zastrow Ind
Roy Smith Hon
Nick Athans Yam
Richard Isling Yam
Bill Davison, Jr. Yam

Training Wheels II
Enduro
Northern Calif.
June 19, 1976

OVERALL
Tom Schappert 1
A RIDERS
Jack Steck 2
Jerry Kramer 2
B RIDERS
Wendell Ellis 4
Joseph Tubb 4
Dave Cull 4
C RIDERS
Tom Schappert 1
Phil Kramer 2
David Johnson 2
C.S. Nicholson 2
Doug Riley 2
MINI (-13)
Joe Granberg 10
Joe Henderson 11
Billy Denhart 13
POWDER PUFF
Adrian Beradou 4
Jeanette Drake 10
Gaye Longacre 13
BUDDY TEAM
Doug McCaleb/Kirk 3
William Frederick 4
Wendell Ellis/Laura 4
PARENT/CHILD TEAM
Phil Kramer/ Jerry Kramer 4
Robert Irwin/ Jeff Irwin 10
Howard Thomas/ Jody Canright 28
HUSBAND/WIFE TEAM
Russell Drake/ Mike Mercier Yam
Mark Tomaselli Yam
Tim Smith Yam
NOV
Todd Bush Yam
Tony Barbacovi Yam
Richard Sands Yam
100 BEG
Gary Coffey Skux
Greg Benton Yam
Tommy Bence Skux
100 INT
John Whelchel Suz
125 BEG
Scott Kincaid
Wayne McKelvey Yam
Tom Malons Suz
WOMENS DIV
Pat Holland Hon
125 NOV
Steve Allensworth Hon
Alex Downs Hon
Kurt Headlund Hon
125 INT
Greg Boren Hon
Jim Sendlback Yam
John Whelchel Suz
125 EX
Mike Pillar Hon
Mark Boren Hon
Craig Osborn Hon
250 BEG
David Parker Suz
Kevin Bollinger Suz
Kurt B. Edsoe Suz
250 NOV
Mike Rochester Hon
Steve Richard Suz
Gary Jackson Suz
250 EX
Doug Renne Mai
Bruce Berger Bul
Dean Taylor Bul
OPEN INT
Randall Reese Suz
Mike Antex Suz
Steve English Suz
Don Patterson Yam
125 NOV
Greg Torgersor Air
Joey Bertschi Suz
Mark Casper Yam
125 INT
Brad Osborne Hon
Donald Draskovich Hon
Chip Johnson Suz
125 EX
Rodney Morrison Hon
Jack Miller Hon
Mike Haas -
250 BEG
Kurt Bledsoe Suz
Rick Shroyer CZ
Jeff Clinton Yam
250 NOV
Randy Lewis Mai
Greg Martinez KTM
David Parker Suz
250 INT
Greg Draskovich KTM
Cory Sawyer Suz
250 EX
Jim Tassano Mai
Tom Baugh Suz
Dean Taylor Bul
OPEN BEG
Mike Grayson Suz
David Rogers Suz
Gary Davis Yam
OPEN NOV
Charles Fedteau Mai
Stewart Rogers Suz
Louie Lima Suz
OPEN INT
V. Krause Suz
Kevin McNeal Yam
OPEN EX
Sid O'Neal Mai
Dave HencheMai
Andy Jennings Mai

CMC ST
Chico, Cal.
July 3, 1976
By Patty Piston

100 JR
Greg Snodgrass Yam
125 JR
Pete Upton Suz
Dan Benson Hon
George Irwin Suz
200 JR
Tom Gutzman Bul
Doug Reiswig Bul
250 JR
Rick Fodge Yam
Paul Tarano Yam
360 JR
Monty Heath H-D
Dick Hiatt Bul
200 INT
Randy Freeman Bul
Danny Fowler Yam
250 INT
Ron Arlt Bul
250 EX
Ken Gray Bul
Paul Quiring Bul
Gilbert Smith Bul
360 EX
Bob Carnahan —
Scott Dongnecker —
80 MINI HDCP
Bryan Roberts Yam
Rusty Elam Yam
Mike Cagle Yam
100 HDCP
Bryan Roberts Yam
Troy Cummings Suz
Jeff Valentine Yam
200 HDCP
Dan Fowler Yam
Doug Reiswig Bul
Tom Gutzman Bul
250 HDCP
Ron Arlt Bul
Paul Martin Bul
Paul Quiring Bul
360 HDCP
Bob Carnahan —
Shane Scott Yam
Monty Heath H-D
EXPERT SEMI PRO
Jim Hubbard Yam
Shane Scott Yam
Ken Gray Bul
John Sudberry Yam
ADULT MINI CLASS
Jim Hubbard Yam
PARENTS MINI
Pa Cagle Yam
CONSOL RACE 1
Jeff Burbank Hon
Clint Egbert Yam
CONSOL RACE II
Bob Boeller —
Craig Wilson —

SRA TEAM

Speedway League Standing

National Speedway League Team Standing
as of July 19, 1976

TEAMS	W	L	Pct.	Matches Back
Bakersfield Bandits	18	7	.720	—
Los Angeles Sprockets	15	10	.600	3
Ventura Sharks	12	14	.461	6½
Orange County Eagles	9	16	.360	9
San Bernardino Sizzlers	9	16	.360	9

LEADING SCORERS

Name	Matches	Rides	Pts. Total	Average
1. Mike Bast, L.A.	25	125	338	13.52
2. Bruce Penhall, L.A.	25	120	293	11.72
3. Dubb Ferrell, Bak.	25	119	275	11.00
4. Jeff Sexton, Bak.	25	115	255	10.20
5. Jim Fishback, S. B.	20	93	197	9.85
6. Rick Woods, O.C.	22	103	213	9.68
7. Larry Shaw, S.B.	18	82	172	9.55
8. Steve Nutter, Bak.	25	112	236	9.44
9. Bill Cody, O. C.	25	113	222	8.88
10. Alan Christian, O. C.	25	116	220	8.80

Bobby Otting
Kenneth Johnson
SR MINIBIKE
Mike Medley
Byron Clemens
Russell Ellison
OVER 30
Bob Pauken
John Densmore
Don Bartlett
125 NOV DIV I
Eddie Duggan
Rick Newton
Gene Haggard
125 NOV DIV II
Jerry Schwartz
Gary Legood
Tobin Rawlings
125 INT
Jack Jenkins
Jeff Gee
Danny Mallard
250 NOV
Jeff Coker
Keith Jernigan
Mike Hance
250 INT
Bob Ellis
Charles Bratcher
OPEN INT
Joe Cross
Pat Duvall
Bob Pauken

Mosier Valley MX
Arlington, TX.
July 4, 1976

JR MINIBIKE
Max Kinder Yam
Chad Calvert Hon
Johnny Adams Hon
SR MINIBIKE
Darin Eames Yam
Tony Nielsen Hon
Craig Been Yam
OVER 30
Ronnie Mullen Hon
Gary Szilagyi Hon
83 BEG (9-11)
Richard Ising Yam
Ricky MacDonald Yam
Tim Lane Yam
83 BEG (12+)
Joey Dibernardo Hon
Andy Meszaros Hon
Scott Granger Hon
83 JR (12+)
Debbie Zielke Yam
Brav Ellis Yam
Jim Boyd Yam
83 JR (9-11)
Doug Gentry Yam
Nick Athens Yam
Todd Broussard Yam
105 OPEN
Steve Wade Yam
A.J. Whiting Yam
Matt Whiting Yam

AME MX
Indian Dunes, Cal.
July 11, 1976
By Shirley

PEE WEE BEG
Kenneth Bajczy Ind
Warren Provost Ind
PEE WEE JR
Raymond Swearlinger MV
PEE WEE MOD
Randy Moody Ind
Roy Smith Ind
JR CYCLE DIV I
Roy Smith Hon
Gary Szilagyi Hon
Sean Osborne Hon
JR CYCLE DIV II
Rod Stiles Ind
Billy Keffer Hon
83 BEG
Andy Meszaros Ind
Bruce Tabor Yam
Tim Lane Yam
83 JR
Jeanette Drake 17
Gaye Longacre/ Randy Carles 26
FAMILY TEAMS
Emmett Cull/ Dave Donald 12
Ronny Steck/Jack/ Jack Beckner 15
YOUNGEST FINISHER
Brett Adams 7yrs.
OLDEST FINISHER
Jack Beckner 58yrs.

AME MX
Point Standings
As of June 30, 1976
By Shirley

CRC
Indian Dunes, Calif.
July 17, 1976
By H. Richard

MINI NOV
STOCK
Omar Greco Yam
Alex Jud Yam
Russ Geiger Yam
MINI INTER
David Baker Yam
9-11 STOCK
Richard Sands Yam
Jim Hatley Yam
Nick Sthans Yam
PEE WEE
Randy Moody Ind
Rou Smith Ind
JR CYCLES
Tim Tomaselli Ind
Michele Brewer Hon
James Blum Hon
MINI MOD
EX
AJ Whiting Yam
Charles Heisser Yam
Steve Wade Yam
INT
OPEN EX
Dave Hensche Mai
Steve Rawson Suz
Andy Jannings Mai
VETS
Allen Carrasco CZ
Ed Michette Hus

CRC/NMA MX
Valencia, Calif.
July 14, 1976
By Laszlo

JR CYCLE STOCK
Timmi Tomoselli I-J
Mike Kiedrowki Ind
Mike Tribble Hon
JR CYCLE MOD
Brandon Schneider ?
Erik Tribble Hon
Paul Harrell Ind
0-83 STOCK NOV
Alex Jud Yam
Geoffrey Airey Yam
Rick Nanas Yam
0-83 MOD NOV
Todd Bausch Yam
Tony Barbacovi Yam
Geoff Airey Yam
INT
Mark Tomiselli Yam
Mike Mercier Yam
Tim Smith Yam
EX
Chris Heisser Yam
Darell Francis Yam
Holly Troxler Yam
100 BEG
Bill Schreiner Hon
Greg Benton Yam
Tommy Bence Suz
125 BEG
Tom Malone Suz
Eric Graves Yam

OTHGA MX
Valencia, Calif.
July 18, 1976
By Lucious LeRoy

EX
Lanky Larry Yam
Tacky Tim Mai
Maniac Mike CZ
AM
Jerky John Mai
B.O. Bob Bul
Delicate Dennis Yam
INT
Daisy Dave Suz
Tinkle Tom Yam
Chunky Chuck C-A
NOV
Gobbler George Yam
Rocket Rodney Suz
Hangover Hambone Yam
BEG
Juicy Jim Yam
Bullheaded Bill Mai
Lovely Lee Yam
GANG LADIES
Lady Flippin Hus
Lady Drywall Suz
Lady Delicate Yam
KIDS OVER 12
Lou Massello CZ
Phil Ramos Yam
Bob Butler Suz
KIDS UNDER 12
Keith Songer Hon
Mark Ford Yam
Brent Russell Suz

AME MX
Indian Dunes
Valencia, Calif.
July 9, 1976
By Ted Titmas

MINI JR
Todd Bausch YZ
Omar Greco Yam
Alex Jud Yam
POWDER PUFF
Rox Ann Dougherty Hon
Eileen Alba Hon
Joy Ames Suz
MINI EX
A.J. Whiting Yam
Matt Whiting Yam
Randy Harden —
MINI INT
David Baker Yam
Tim Smith Yam
Steve Hess Yam
125 PRO
Bobby Jones Hon
Bobby Kline Hon
Jake Keese —
125 INT
Rodney Morrison Hon
Greg Boren Hon
Jim Webb Suz
125 JR DIV I
Jamie Einbond Hon
Starr Thompson Hon
Scott Berg Hon
125 JR DIV II
Steve Allensworth Hon
Eddie Armstrong Kaw
Mike Marshall Suz
125 BEG DIV I
Mike Stafford Yam
Robin Gapinski Suz
John Molinaro Hon
125 BEG DIV II
Mike Haddad Hon
Dick Shepard C-A
Tad Durnquislet Hon
100 JR
Mike Prunty Suz
Loren White Yam
Ray Scott Suz
100 BEG
Darrel Anderson Yam
Robert Manuel Suz
Allen Hopper Yam
100 INT
Mike Nance Suz
Ricky Ryan Yam
Kenny Spiker Suz
100 EX
John Whelchel Suz
John O'Mara Suz
250 PRO
Hal Struss Mai
Ken Zahrt Oss
Dave Haugh Mai
250 INT
Pancho Spain Mon
John Lovett Bul
Phil Greenlief Bul
250 BEG
Wally Wepprecht Yam
John Grubbs Suz
Rick Shroyer CZ
250 BEG DIV II
Kurt Bledsoe Suz
Kevin Ette Suz
Richard Arnold Suz
500 PRO
Dave Haugh Mai
Tom Claire Suz
Andy Jannings Mai
500 BEG
Kurt Bledsoe Suz
Tom Klinkhammer Suz
Rocky Polito Yam
500 JR
Gary Phillips CZ
Jim Stiles Hus
Roger Fetherson CZ
500 INT
Rozz Reid Suz
Russ Mortensen Mai
John Whitesel Bul
OLD TIMERS
Dave Turnquist C-A
Tom Hoyle CZ
Keith Phillips Suz

Speedway Open Nite
Costa Mesa, Cal.
July 23, 1976

SCRATCH MAIN
Jeff Sexton
Bruce Penhall
Steve Nutter
Bill Gray
HANDICAP MAIN
Bruce Penhall
Steve Nutter
Dubb Ferrell
Alan Christian
Mike Muntean
Steve Columbo
FAIR DERBY
TROPHY RACE
Bruce Penhall (over)
Mike Bast

SRA Speedway
Ventura, Cal.
July 20, 1976

Ventura Sharks 42
Orange County 36
HANDICAP MAIN
Tom Morley
Tom Ferris
Mike Muntean
DIV II MAIN
Tom Brooks
Bob McLain
Jeff Peltier
TOP SCORERS SHARKS
Bobby Schwartz 15
Sonny Nutter 11
Dan Becker 9
EAGLES
Bill Cody 10
Mike Muntean 7
Bill Gray 6

SRA Speedway
San Bernardino, Cal.
July 21, 1976

San Bernardino 30
Bakersfield 48
HANDICAP MAIN
Dubb Ferrell
Dean Furman
Robin Hood
DIV II MAIN
Rick Huckans
Tom Ferris
Stan Flanders
TOP SCORERS SIZZLERS
Dennis Sigalos 9
Mark Cherry 8
Ron Preston 5
TOP SCORERS BANDITS
Steve Nutter 14
Dubb Ferrell 14
Jeff Sexton 7

SRA Speedway
Irwindale, Cal.
July 22, 1976

L.A. Sprockets 53
Ventura 25
HANDICAP MAIN
Mark Cherf
Gran Woods
Bobby Schwartz
DIV II MAIN
Bryan Buffington
Brad Oxley
Stan Flanders
TOP SCORERS SPROCKETS
Bruce Penhall 15
Gran Woods 14
Mike Bast 10
TOP SCORERS SHARKS
Scott Sivadge 7
Bobby Schwartz 7
Dave Sims 5

SRA Speedway
Bakersfield, Cal.
July 14, 1976

Bakersfield Bandits 40
L.A. Sprockets 38
HANDICAP MAIN
Jack Martin
Brian Short
Rob Morrison
DIV II MAIN
Bob Hardison
Don Faulkner
Doan Klohr
TOP SCORERS BANDITS
Dubb Ferrell
Steve Nutter
Dan Toomey
TOP SCORERS IRWINDALE
Mike Bast 11
Bruce Penhall 11
Gene Woods 7

Spillway MX
Santa Maria, Calif.
July 11, 1976

MINI JR
Bill Anderson Yam
Steve Wilham Yam
Mike Hale Yam
INT
Joe Dyer Yam
Terry Hampton Yam
Randy Dyer Yam
EXP
Bobby Perry Yam
Eddie Perry Yam
100's JR
Noel Evans Hon
Paul Prochaska Yam
Scott Wallenburg Suz
INT
Bobby Ward Suz
Burl Beveridge Suz
125 JR A
Jim Keese Hon
Scott Curtis Yam
Bobbie Gran Yam
125 B
Robert Gordon Yam
Tim Wilson Yam
Doyle Beagle Yam
125 INT
Craig Haroutunian Suz
Tim Baughman Hon
Jeff Stubelefield Hon
125 EX
Jack Keese Hon
Kenny Roush Yam
Allan DeLarge Hon
250 JR
Tom McMonigal Bul
Steve Blythe Yam
Tom Schroeder C-Z
250 INT
Anthony Silvera Suz
Tom Weatherton C-A
250 EX
Andy Segale Hus
Bill Keese C-A
Jay Harouturian Suz
OPEN JR
Phil Komenchuck Yam
David Rogers Suz
OPEN INT
Robert Landis Yam
Jeff Elrod Kaw
OPEN EX
Chuck Lanzarone Mai
Bob Guglielmelle Bul
OTHG
Rocket Rodney Suz
Dung Dennis Hus
INT
Daisy Dave Suz
Tounge Tom Suz
AMA Animal Al Yam
EX
Repulsive Ray Suz
Philthy Phil Yam

D-36 Scrambles
Salinas, Cal.
July 5, 1976
By Burt Dinner

100 NOV
T. Busby Yam
K. Brewer Yam
125 NOV A
K. Day Yam
R. Cunnington Hod
125 NOV B
W. Busby Yam
M. Pemberton Suz
200 NOV
D. Hines Yam
250 NOV
R. Robinson Suz
J. Buckner C-A
M. Pemberton Suz
250 JR
P. Iwanaga Yam
250 EX
M. Carothers C-A
R. Day Yam
D. Spence Yam
360 NOV
R. Miller Bul
P. Hoey Yam
500 EX
D. Spence Yam
D. Spence Yam
M. Carothers Yam
OPEN NOV
R. Waters Tri
B. Whitton Tri
OPEN JR
K. Robicheaux Kaw
S. Grier Bul
OPEN EX
E. Weisler Yam
J. Tavis Tri

SRAC Grand Prix
Lakewood, Co
July 18, 1976
By Action Oz

OPEN A
Mark Borgman Mai
Shane Cannon Kaw
Bob Moore Yam
OPEN B
Mike Williams Yam
Ray Schultz Yam
Scott Scarborough Pen
OPEN NOV
Jim Travis Yam
Edw. Dobbs Mai
Glen Arnold Suz
250 A
Mark Corbett C-A
Chris Ewing Kaw
Steve Booth Mai
250 B
Lonnie Owen Suz
Rory Sondstrom Suz
Jack Campbell Suz
250 NOV
Ken Nissen Hon
Bob May Pen
Rick Renning Hus
125 A
Mike Rust Hus
Al Firestine Yam
Steve Ward Yam
125 B
Alvie Gray Suz
Steve Palko Yam
Eric Warrington Hon
125 NOV
Kirk Webster Yam
Bob Howard Suz
Gary Bartico Hon
MINI A
Martin Donelson Hon
Mark Gross Yam
Chris Culp Yam
MINI B
Bob Ruby Yam
Skeeter Jacobsen Yam
Mike Owens Yam
MINI NOV
David Peterson Yam
Jerry Steadman Yam
Brent Kennedy Hon

Cal-Expo Speedway
Sacramento, Calif.
July 9, 1976
By Greg Joyce

JR MAIN
Lance King
Jim Sizemore
Steve Lucero
Sam Bast
DIV II MAIN
Manuel Crommett
Jeff Colard
Mike Cannon
HANDI CONSUL
Don Loveless
Sam Vandehoff
Marty Benk
HANDI MAIN
John Cook
Mike Faria
Charlie Morse
SCRATCH CONSUL
Marty Benck
Paul Orlandi
Greg Fergusen
SCRATCH MAIN
Mike Faria
Steve Bast
Dennis Robinson

CMC Nite MX
Kent, Wa
July 9, 1976
By Sue Sykes

MINI A
Phil Larson Yam
Ken New Yam
Robb Manning Hon
MINI B
Ray Fricks Yam
Roger Zoerb Yam
Joe Straub Yam
100 B
David Hashman Hon
Bill Rowland Hon
Scott Daugherty Yam
100 C
Marc Anderson Yam
Tom Studzinski Suz
Butch Bergleyy Yam
125 PRO
Lee Voss Hon
Gary Racca DG
Ed Davis DG
125 B
Steve Poindexter Yam
Kim Lefor Hon
Russ Tom Yam
125 C
Brad Dorsey Hon
Rod Casper Suz
Zane Chase Suz
250 PRO
Dan Erown Bul
Randy Schweizer C-A
Rick Benek Bul
250 B
Steve Shattuck Kaw
Tim Weaver Mai
Alan Maxwell Suz
250 C
Frank Jacobsen Suz
Henry Jacobsen Hon
John Keller Yam
OPEN PRO
Tom Peterson Yam
Ken Bynn C-Z
Rick Homestead Suz
OPEN B
Kevin Peterson Yam
Mike Wood Bul
Jim Gray Hus
OPEN C
Reggie McKibben Yam
Ken Eanes Yam
Byron Courtright Mai
OLD TIMERS
Lance Anderson Yam

CMC ST
Chico, Calif.
July 10, 1976
By Patty Piston

100 JR
Joey Jaconetti Yam
Greg Snodgrass Yam
EX SEMI PRO
Cliff Hylton Yam
Chris Sauer Yam
Steve Dietz Bul
125 JR
George Irwin Suz
Dan Benson Hon
Greg Hanks Suz
200 JR
Jerry Douglas Bul
Mark Morton Bul
Pete Upton Yam
250 JR
Bob Gibson Bul
Mike McAvoy Yam
Rick Fodge Yam
360 JR
Jeff Adams Bul
Monty Heath HD
200 INT
Mike McKee Yam
Randy Freeman Bul
250 INT
Mike Hall Bul
Paul Martin Bul
250 EX
Dave Faria Yam
Jim Hubbard Yam
Cliff Hylton Yam
360 EX
Dick Turner Yam
80 MINI HDCP
Doug Dorman Yam
Bryan Roberts Yam
George Cummins Yam
100 MINI HDCP
Troy Cummings Yam
Bryan Roberts Yam
Dirck Sauer Yam
200 HDCP
Mike McKee Yam
John Sudberry Yam
Dan Fowler Yam
250 HDCP
Dave Faria Yam
Cliff Hylton Yam
Lowell Moural Bul
360 HDCP
Dave Ryan Yam
Dick Turner Yam
Chris Sauer Yam

South Bay MX
San Diego, Calif.
July 14, 1976
By James Brammer

125 PRO
Randy Shekell Yam
Dan Schramm DG
John Tessitore RR
250 PRO
Mike Tripes Yam
Marty Tripes DB
Mike Stearns Hus
500 PRO
John Cardoza Suz
Lars Larsson KTM
Kenny Frost Suz
MINI EX
Scott Burnworth Yam
Scott Meyer Yam
Bob Sullivan Yam
MINI JR
Scott Brady Hon
Ken Coon Yam
Dale Tomevi Yam
100 JR
Dave Larson FMF
Chris Easterling Yam
Dan Worley Suz
125 INT
Brian McNamara Hon
Vince Kreizinger Hon
Rick Wade Hon
125 JR DIV I
Joe Holt Hon
Tom McBride Suz
Peter Berg Yam
125 JR DIV II
Bill Jones Hon
Mike Thorton Suz
James Gochmanosky Hon
125 JR DIV III
Scott Burnworth Yam
Tony Gomez Hon
Hugh Good Hon
125 JR DIV IV
John Stoelo Yam
Steve Haney Yam
Mark Norton Suz
250 INT
Tony West Suz
Curtis Johnson Mai
Mike Moore Mai
250 JR DIV I
Ken Melody Suz
Brian Webster Mon
David Fisher Kaw
250 JR DIV II
Jerry Benson Mai
Bob Hollingshead Suz
Bud Anderson Suz
500 INT
Max Maple Suz
John Bilkey Yam
Dan Loundsbury RR
500 JR
Jim Valor Mai
Kevin Nevinger Yam
Neil Muelhausen Yam

DeAnza Hillclimb
DeAnza Cycle Park
July 11, 1976

125 CLASS
Steve Stith Hon
175 CLASS
Jim Collier Yam
250 STK
Kerry Peterson H-D
Dave Powell Suz
250 MOD
Doug Hall Bul
400 STK
Kerry Peterson Mai
450 MOD
Kerry Peterson Mai
500 STK
Carl Collier Yam
500 MOD
Carl Collier Yam
Neal Mackel Yam
Jim Collier Yam
650 STK
Bill Correll Tri
Bob Wicker Tri
Bruce Kunzler Tri
650 MOD
George Sauer Yam
OPEN CLASS
Neal Mackel Tri
Cliff Lamb H-D
OVERALL

South Bay Speedway
San Diego, Calif.
July 17, 1976
By James Brammer

SCRATCH MAIN
Bryan Buffington
Robin Hood
Larry Kosta
HANDICAP MAIN EVENT
Pat Guthrie
Ted Cheek
Robin Hood
MATCH RACE
Larry Kosta
Bryan Buffington
DIV III MAIN
Kent Benander
Larry Chase
Roy Farmer
JR SPEEDWAY
Louis Kossuth
Jim Richardson
Scott St.John
SCRATCH CONSOL.
Doug Skiles
Rick Huckans
Steve Schlanser
HANDICAP CONSOL.
Steve Schlanser
Larry Chase
Doug Skiles

AMC MX
Saddleback Park
July 25, 1976
By Danny Raymond

250 PRO
Jon Derhammer Mon
Clark Jones D&G
Russ Huffman Mai
125 PRO
Dave Carlson FMF
Cliff Lett FMF
Kurt Sofka Yam
OPEN PRO
Mark Rodman Kaw
Richee Collins KTM
100 JR
Glenn Norkus Yam
Danny Omas Hon
100 EX
Kevin Davis Yam
100 BEG
Frank Clarke Suz
MINI BEG
Roxy Klatt Yam
Dennis Bill Yam
MINI JR
Geoff Airey Yam
Ross Klatt Yam
MINI INT
Robby Robison Yam
Reid Barnt Bar
125 BEG
Kelly Sheen Hon
Matt Tedder Pen
Bruce Worden Yam
125 JR
Starr Thompson Hon
Bob Bird Hon
Jeff Denwarden Suz
125 INT
Ritchee Kawana MM
Tony Gomez MM
Ron Utashi Hon
OPEN INT
Mark Lauzon Suz
Charlie Beck Suz
250 BEG
Tom Bell Yam
Gary Sharron C-A
C. DeWayne Bolse Suz
250 JR
Kim Palmer Suz
Kirk Waymire Suz
Ken Drake Yam
OPEN BEG
Bill Kellum Yam
OPEN JR
John Miley Mai
William Inman Yam
Bob White Bul
250 INT
Kenny Mieks Suz
Ken Morgan Yam
Corky Stevens Yam
MINI EX
Mike Brown FMB
Chris Heisser Yam
Darren Rerrod Yam

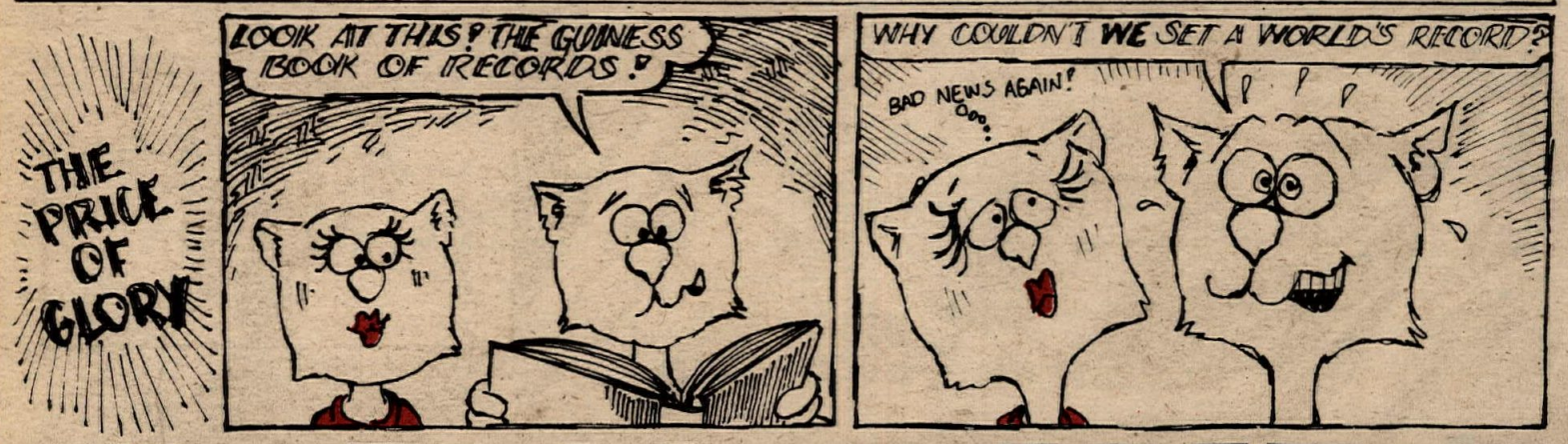
AME MX
Valenica, Calif.
July 11, 1976
By Ted Titmas

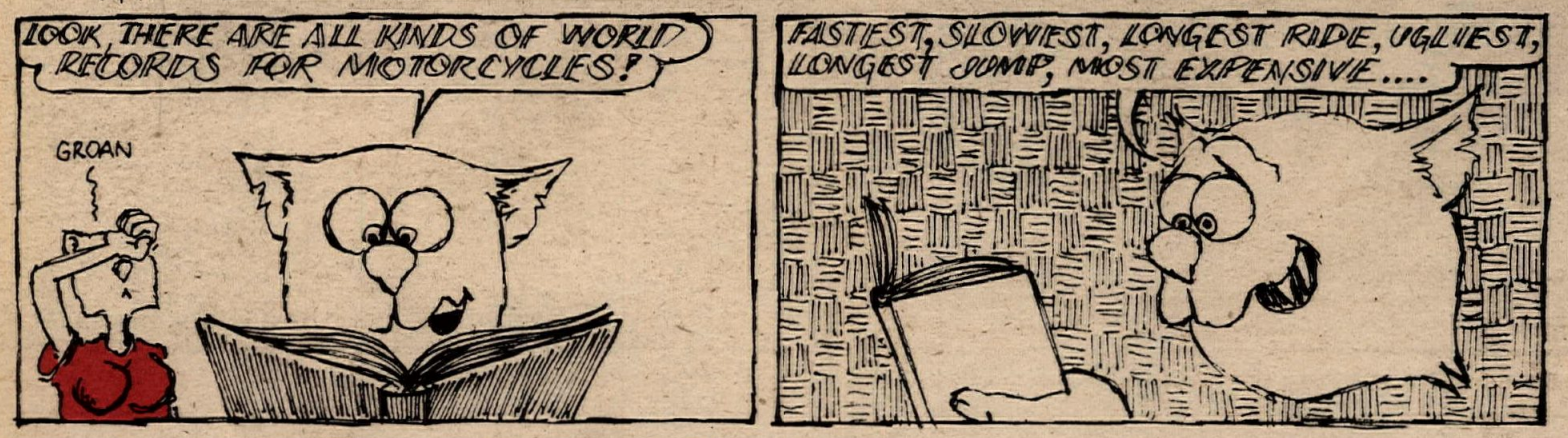
POWDER PUFF
Gale Webb Hon
MINI EX
A.J. Whiting YZ
Matt Whiting YZ
Steve Schmitz Suz
MINI INT
Erik Kehoe Yam
David Baker Yam
Don Best Yam
MINI JR
Curt Hansen Yam
Shawn Lane Yam
Dennis Ivarson Hon
500 PRO
Don Hansen Yam
Dave Haugh Mai
Mark White Hus
500 BEG
Gary Davis Yam
Don Nielsen Suz
Bill Jackson BSA
500 JR
Pat Page Mai
Darryl Flake Yam
Kent Griffin Mai
500 INT
Mike Antes Suz
125 PRO
Eddie Cole Bul
Craig Cole Hon
Jim Hale Hon
125 INT
Richard Arnold Hon
Jim Sendelbach Yam
Randy Gauvin Hon
125 JR
Scott Boek Hon
Kurt Headlund Hon
Eddie Armstrong Kaw
100 JR
Gary Coffey Suz
Chuck Myers Suz
100 BEG
Tommy Bence Suz
Andy Richard Suz
Mike Johnson Suz
100 EX
John Whelchel Suz
John O'Mara Suz
250 PRO
Eddie Cole Bul
Don Hansen Mai
Hal Strauss Mai
250 INT
John Gonzales Mai
Rick Hurtado Mai
Phil Greenlief Bul
250 JR
Randy Beinhard Mai
B. Madris Suz
Steve Clark Suz
250 BEG
David Parker Suz
Jim Huber Hus
Mike Barrow Bul
125 BEG
Tom Wills Hon
Brian Gardner Hon
Jerry Martiner Hon

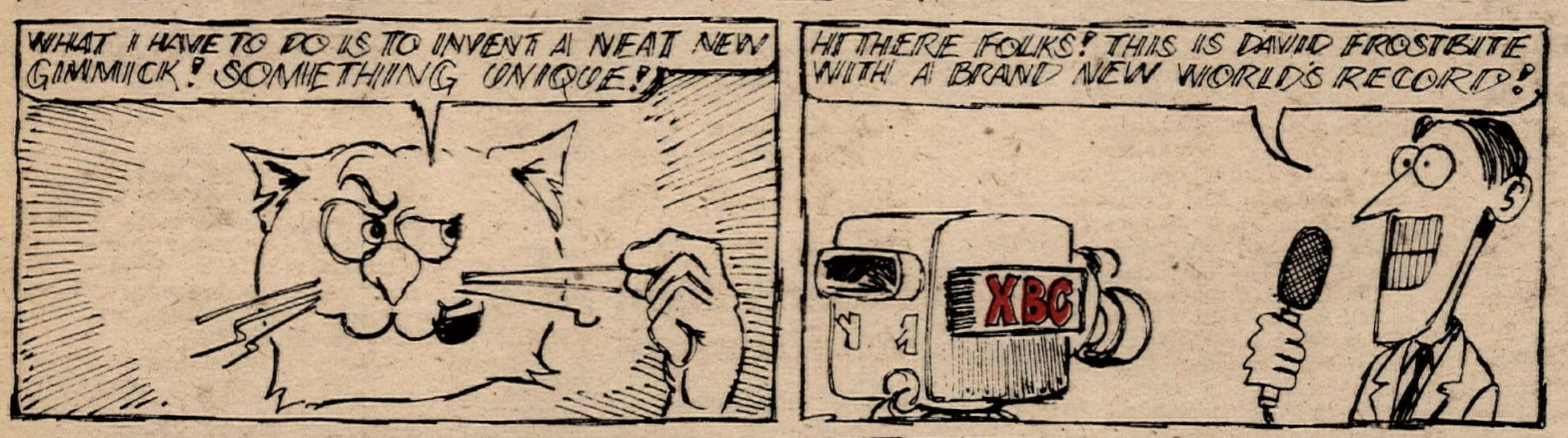
Spokebenders
BOTA Run
Lucerne Valley, Cal.
July 25, 1976
Unofficial Results
By J. Kinnaman

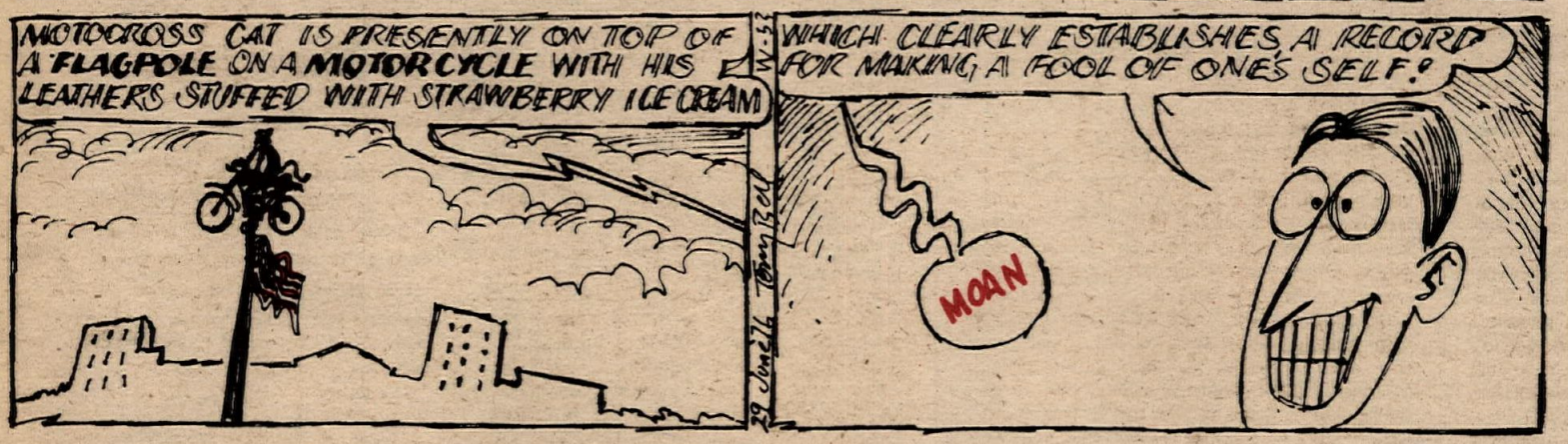
EXPERT OPEN
Jack Johnson
Jeff Kirk
Mike Edmondson
250
Larry Roeseller
Gary Conner
Brian Wright
DIV II
Mike Matlock
Russ Jenkins
James Brown
TRIAL
Darren Kelsey
Steve Webb
Mike Verndorn
AMATEUR
OPEN
Jay Orendorff
Boyce Acquith
Tim Edmondson
250
Vance Schmidt
Roy Fjasted
Dennis Crowley
DIV II
Reed Johnson
Bob Carpenter
Gene Stoops
TRIAL
Rusty Blake
Scott McConnley
Jeff Robbins
NOV
OPEN
Jim Makos
Jeff Fraser
Danny Pierce
250
Roy Cuttelman
Allen Wirtz
Byron Sellers
DIV II
Chuck Bollinger, Jr.
Eric Maccracken
Greg Perkins
TRIAL
Frank Thomas
Dan Armstrong
Torsted Corum
BEG
Jeff Drake
Chris Rogers
Charlie Starr
SENIORS
EX OPEN
Dick Camp
Ed Williamson
John McCowen
250
Jack Froelich
George Walker
Grumpy
EX C
Bob Haynes
George McLlellan
AMATEUR
OPEN
Dick Burley
Irvin Sinclair
Harold King
250
C.U. Greene
William Main
Lee Elias
C
Eugene Luce

RESULTS









Saturday MX
Saddleback Park
July 24, 1976
By Danny Raymond

125 PRO	
Lance Moorewood	Suz
Pete Wanket	Hon
Tony Wanket	Hon
250 PRO	
Greg Robertson	Oss
Chris Burgerson	Suz
Joel Grant	Mai
OPEN PRO	
Bryar Holcomb	Mai
Greg Painter	Bul
Steve Montaque	Yam
250 BEG	
Brian Mathews	Yam
Don Glover	Yam
Debbie Lutz	Mai
OPEN BEG	
Greg Kandel	Yam
Dacid Elliott	CZ
125 JR	
Kevin Kelso	Hon
Rick Stupin	Yam
Heff Morris	Suz
250 JR	
Ric Housel	Suz
Jay Lewis	Suz
Tom Stommel	Hon
125 BEG	
Ken Power	Suz
Jeff Tillis	Hon
Mike McGhee	Hon
MINI BEG	
Bobby Stanley	Yam
Dirk Doucette	Yam
MINI INT	
Bobby Doyle	Yam
MINI EX	
Rick Simmons	Yam
250 INT	
Doug Heil	Suz
Jeff Lewey	Suz
Randy Hess	Mai
OPEN ING	
Doug Boyd	Suz
125 INT	
Bret Catcott	Hon
Rick Munyon	Hon
Brad Burks	Hon

CMC Carlsbad
Carlsbad, Cal.
July 25, 1976
By Patti Trotter

MINI EX	
Curt McCuistion	Yam
Scott Meyer	Yam
Mike Toycen	RR
MINI JR	
David Conrad	—
100 JR	
Matt Hope	Hon
Dan Worley	Suz
Gary Hough	Suz
500 PRO	
Val Tametti	Mai
Greg Robertson	Oss
David Gerig	Suz
500 INT	
Dale McKinney	Bul
Dale Anders	Bul
Johnny Barr	Suz
500 JR	
Larry Fossett	Bul
Bill Lyons	Yam
Sherman Marklund	Suz
250 PRO	
Danny LaPorte	Suz
Greg Robertson	Oss
Scott Montgomery	Suz
250 INT	
Doug Southward	Suz
Bill Tarling	Hus
Brad Roysdon	Suz
250 JR	
Greg Weaver	Kaw
Bud Anderson	Suz
Luis Martinez	Hon
125 PRO	
Tony Wanket	FMF
John Tessitore	RR
Pete Wanket	FMF
125 INT	
Robert Evans	Hon
Vincent Kreizinger	Hon
Bruce Ashmore	Yam
125 JR	
Randy Moreno	Yam
Jim Odle	Suz
Freddie Caldwell	Yam

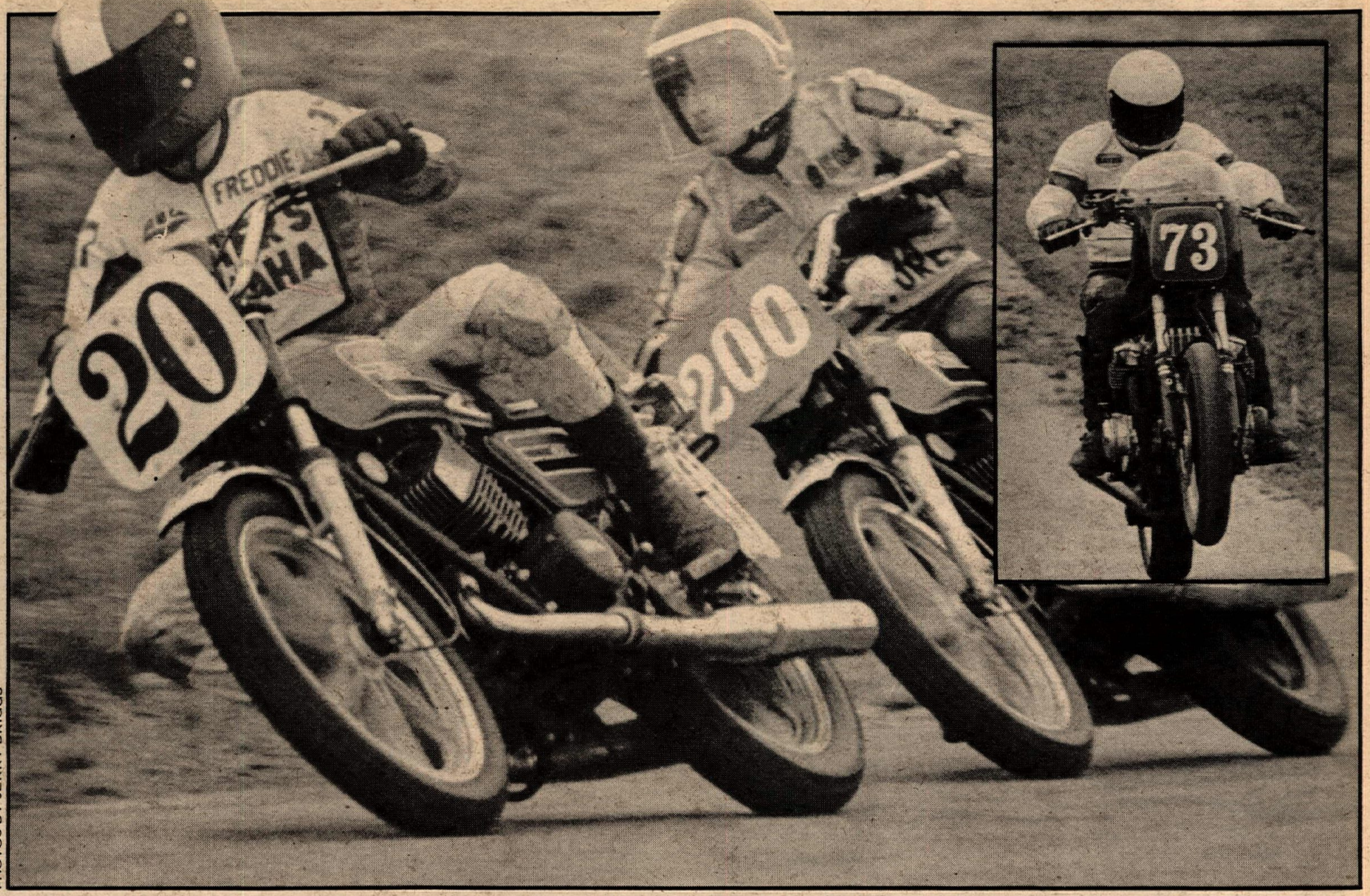
CMC Ascot MX
Gardena, Cal.
July 25, 1976
By Mike Klinger

MINI EX	
B. Jordan	FMF
B. Ott	Yam
R. Atkins	FMF
MINI JR	
T. Barbacoui	Yam
T. Shelton	Yam
R. Lamson	Hon
100 JR	
T. Willmeth	Hon
M. Harpwood	Yam
R. Davis	Yam
125 JR DIV I	
S. Mellgren	Hon
R. Melgren	Hon
B. Lumley	Yam
125 JR DIV II	
M. McPerry	Hon
K. Ridgeman	Yam
K. Lustbaum	Hon
125 JR DIV II	
D. Gibson	Hon
R. Jaffke	Hon
M. Yatko	Hon
125 JR DIV III	
A. Tomata	Hon
B. Ziegler	Hon
B. Curtis	Hon
250 JR	
G. Senecal	Suz
S. Salas	Yam
A. Olivier	Yam
500 JR	
B. Byars	Suz
D. Strandberg	Yam
D. Strandberg	Mai
125 INT	
R. Smith	Hon
J. Layne	MM
S. Mahn	Hon
125 INT	
T. Clantin	Hon
D. Draskovich	Hon
D. Westergaard	Suz
250 INT	
J. Licciardi	Suz
G. Draskovich	KTM
R. Stanley	Yam
500 INT	
R. Blevins	CZ
R. Kovacs	Bul
T. Judd	Yam
125 PRO	
D. Carlson	FMF
P. Schones	Hon
C. Lunde	Hon
250 PRO	
M. Bell	Hus
D. Taylor	DG
B. Rubly	Mai
500 PRO	
M. Bell	Hon
V. Tamietti	Mai
B. Rubly	Mai
OVER 30	
G. Sigman	Suz
E. Ott	CZ
C. Browning	Yam

TT Scrambles
Elsinore, Calif.
July 10, 1976
By Andi Gangewer

MINI BEG	
Ian Segedy	Yam
Frankie Armendriz	Hon
Paul Smith	Hon
MINI NOV	
John Bales	Yam
Eddie Tafoya	Yam
Jim Livingston	Hon
MINI AM/EX	
Jay Bales	Yam
Ben Meyer	Yam
Bobby Garabedian	—
100 BEG NOV	
Paul Smith	Kaw
Susan Chandler	Yam
125 BEG NOV	
Chris Chandler	Hon
Pam Bales	Yam
Jeff Chandler	Yam
250 NOV	
Fred Parker	Yam
Norton Graham	Yam
Don Young	Yam
OPEN NOV	
Don Hoyt	Yam
Hondo Long	Yam
SPEC NOV	
Eugene Brown	Yam
Norton Graham	Yam
Fred Parker	Yam
125 AM/EX	
Steve Polson	Yam
Jim Speigle	YZ
Steve Griffith	Yam
250 AM/EX	
Scott Polson	Yam
Larry Bird	Mon
Joe Steffen	Yam
OPEN AM/EX	
Ed Steffen	Yam
Brian Webb	Yam
Brad Wootton	Bul
SPEC EX	
Joe Steffen	Yam
Larry Bird	Mon
Scott Polson	Yam

CENTRAL PIPELINE



PHOTOS BY JERRY BRIGGS

Gene Hornot (200) and Freddie Spencer (20) were never further apart than this for 14 miles during 410 Production. (Inset) The Hogman wheelies up Henderson Hill at CRRC.

CRRC road race: Spencer, Hornot & Hogman

By Tulia Vulgaris

HENDERSON, TEX., JULY 11

In honor of the Bicentennial the skies of Texas opened up and poured down rain on July 4th. It was a bummer for fireworks freaks but what bothered the members of the Central Road Racing Club was that six days later it hadn't stopped raining. On the 10th of July I found myself wedged into the back seat of Lou Linden's Capri on the way to Oak Hill Raceway, a mere (by Texas standards) 240 miles from Austin. Needless to say I was dumbfounded when the C.R.R.C. chairman looked up at the sky (or at least as much of it as one could see through the downpour) and then turned to me and said, "It's going to be a lovely day tomorrow." I was incredulous. The last weather report I had seen stressed not so much the 60 percent chance of rain for the July 11th race date as it did the webs that were growing between the weatherman's toes!

The next day was even more amazing because Linden's prediction came true! The sun didn't come out from behind the clouds as the C.R.R.C.'s resident ex-U.S.A.F. meteorologist, Dennis Kalmust said it would. Meteorology (as Kalmus always concludes his predictions) is not an exact sceience.

In what was clearly the hardest fought wheel to wheel duel in C.R.R.C. history, Freddie Spencer and Gene Hornot, both of Shreveport, Louisiana left the rest of the 410 Production pack over a mile behind. After swapping the lead back and forth seven times Hornot crossed the finish line of the two mile, 11 turn course first by less than a yard. Spencer later won the 250 G.P. race swapping his RD-400 for his TZ-250 monoshocker. Hornot, whose performances at the Aqua Festival Road Race in Austin have become a Texas legend, went on to take second in 750 Production and win 410 Cafe on the same RD-400 he rode against Spencer.

The grand finale was a storybook ending to the Open G.P. race involving Honda 500 mounted Dave Robinson of Ft. Worth, Triumph Bonneville rider Jon Minonno of Dallas and Paul "Hogman" Stephenson of Farmer's Branch, Texas. Stephenson definitively holeshot the pack.

"I don't go very fast," Hogman said, "I just get the bike out in front at the beginning and then I putt around real slow. Going fast scares me!"

100 yards behind Stephenson's D&D Performance Honda four Minonno, the current C.R.R.C. points leader and Robinson, currently fifth in point standings battled furiously for second place. On the sixth lap of the seven lap event Minonno's Bonny became noticeably slower and Robinson passed him taking what seemed final hold of the second spot as the Dallas rider dropped back steadily. But the fates were not to have it. On the seventh and final lap Robinson's Bill King-tuned four accelerated out of turn nine pouring out huge clouds of smoke and stopped dead in the water at the apex of turn ten. Minonno, his Big D Triumph running on one cylinder was passed by B.M.W. mounted Dan Morrison as they went by the dejected Robinson. The stout hearted Bonneville finally gave up the ghost in the last turn of the last lap but the 5'5" 130 pound Texan hadn't. As soon as he entered the straight Minonno leapt off the disabled machine and proceeded to push its over 400 pound bulk the last 50 yards to the finish line beating newcomer Warren Egger out of third place by bare inches. As he walked to the pits I asked him over the standing applause of the spectators what his impression of the race was.

He replied, *"pant, pant, gasp, wheeze."* ●

Experts night at MC Raceway

By Marilyn Beitler

OKLAHOMA CITY, OKLA., JULY 10

Two hundred and seventeen riders turned out for the Saturday night races at Motorcycle Raceways. There was a large crowd of spectators as the races got off to a fast start in the Open Expert race. Chris Cunningham was ahead of the pack on his new RM 370. As each lap passed Cunningham got farther ahead of the second place finisher Carles Cooper (Pen). Cunningham went on to win the first moto at least 300 feet in front of Cooper who finished second.

The second moto wasn't anything like the first. Cooper got the holeshot and held the lead, while Jim Thomas (Suz), Clarence Fortney (Yam), and Cunningham battled it out for a second place finish. Cooper won the second moto with Fortney coming in second with Cunningham and Thomas on his trail the whole time.

In the 250 Expert race there were close to 30 riders competing. There were several riders who came down from Tulsa to ride in the Expert races. Carleton Curtis (Bul) took first place money in the 250 Expert race with Greg Prestige (Yam) and Steve Willard (Suz) taking second and third in the race.

The 125 Novice race had over 30 bikes lined up for the first moto. Mike Crowley on his RM 125 running away with the lead. Paul Reed took second place.

The Powder Puff class turned out strong with Kim McGraw taking first place honors in both motos. Following in second place was her sister Sissy Hill (Yam), with Galene Stephens (Suz) giving them a good race for third place. Following in fourth was Susan Standridge on her CZ. ●

Results in Results Section.

Night MX lives at Mansfield

By Dave Nielsen

MANSFIELD, TEX., JULY 2

As they do every Friday night, the Mansfield madmen had at it again with a good crowd on a balmy summer evening. The scrambly, black dirt course is a knob eater for sure, but the main objective is fun, beer guzzlin', and laying back in the grandstands rooting for your favorite motycrosser.

One of the few black racers going in the D-FW area is really starting to lean on the 100 class, as tonight Jay Record (Yam) took it with a pair of seconds over moto winners Bob Otting and Mike Hawkins. The entry list sports some of the cross country crowd, who do that on Sunday, but show up at "the Big M" on Friday. CC man Bob Pauken stormed the Over 30 group with his 175 Mono Yamaha, acing John Densmore and Don Bartlett in a sweep.

There's also some hot shoeing in the two bicycle classes, tonight taken by

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CENTRAL PIPELINE

PHOTOS BY DAVE NIELSEN

Tim Adams aims his CR with a little body English at Mosier Valley while winning the 125 N

Brad Fish (JR) and Mark Clark (SR). The 250 and 125 Intermediates were a little slim, so they ran together, scored separately. Didn't phase Jack Jenkins much, though, as he smoked 'em all on a 125 Elsie.

Long-time 100 class rider Jeff Coker appeared on an out-of-the-box Bul in 250 Novice. Pop had to crank it and steady the mount as little Jeff could only reach the ground with one toe, but once underway he was a jet, winning both motos in a breeze first time out.

Being run by the demented Mitchell-Edgeworth duo that puts on the Mosier Valley races, post race activity at Mansfield consisted of trophies, BS, and beer, while the fun-loving assembly dispersed to Olie's Lounge, the Shady Oaks Cafe, and points unknown.

Results in Results Section.

Ewing, Spencer provide Mosier fireworks

By Dave Nielsen

ARLINGTON, TEX., JULY 4

After the 700 rider onslaught of the Texas MX Championship Series race two weeks ago, the Mosier Valley MX Park crew was almost relieved to play host to a small, trophies-only race, even though no bucks were made. A rain-soaked track, sunshine, and free keg beer greeted those that did show, however. It reminded us of motocross races four or five years ago, when everything wasn't so hectic and important. And it was rare that a promoter made any money. More often than not, it was a shop owner putting on the race just to promote the sport and hopefully his business, while having a good time.

In today's Novice action, the best race was that for the 100 class win, pitting Jay Record (Yam) against Dennis Hawthorne (Suz). It was Record taking round one, but being passed by Hawthorne in a downhill straight toward the end of the final moto, as the soft, wet sand was badly rutted, and Dennis found a quicker rut at the bottom of the hill.

Taking 125 Novice over a flock of Yamahas and Suzukis was Dallas' Tim Adams, who went the firstest for the longest on his Honda, followed by the Yammers of David Mootz and Russ Hobbs. The 125 Intermediate go was another furious affair, with Longview's Jim Ewing (Hon) zapping Danny Flowers (Hon) and Over 30 winner Ronnie Mullen (Hon) for class honors.

Frustrated from lack of water truck duty today, ol' DeVaughn hopped on the tractor-drag rig and made two laps with it before afternoon motos, resulting in a perfect track for the Intermediates, and a good stage for the 250 Intermediate class battle between Carter Yamaha's Kirk Spencer and quick Bultaco rider Randy White of Euless, who came close, but couldn't overcome Spencer's holeshots and consistency. Open Intermediate went to Kenny Adams and his RM370, with "Go Home" Gorman's 400 Penton in for runner-up.

Results in Results Section.

NMA series winds up at Rio

By Dave Nielsen

HOUSTON, TEX., JUNE 13

With most of the top qualifying slots already decided, the National Minicycle Association South Central Regional Series closed today at Rio Bravo M/C Park along with another blistering hot weekend. Although the cream of each Expert and Intermediate class were assured of invitations to the NMA National in

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class. (Inset) Jack Jenkins lays it out into the pike position at Mansfield.

August, the cutoff point in Expert was series tenth place and Intermediate seventh, and dire scrapping continued until the last scooter died. In addition, Series organizer John Kelley of Houston announced that there would be overall Series trophies through fifth place, which were not expected five weeks ago when the Regionals began.

As expected, Louisiana's wunderkind Ben Theriot sailed through all three 9-11 year-old Expert divisions again at Rio, to cap a total dominance of his classes by wide points margins, even downing Cal mini-pro's Matt Whiting today and last week at Whitney. Also outstanding from the pack were Houston's Mike Dickey, Shane Sitton of Nacogdoches, and 10 year-old whiz Darin Eames of Mesquite. These boys pulled in Series seconds and thirds in 83 stock, 83 mod, and 105 mod, but you can look for Bullet Ben out front at the NMA Nats at Springfield, Missouri.

Some of the best spectating occurred during the mini-mini 0-61cc rounds, not necessarily of the racers, but of the parents, who worked as hard, or harder than their young charges. Middle-aged ladies hurdling logs and creekbeds. Papas scurrying everywhere, wrenches clanging in their pockets. Mini-moms fretting because Sonny is out of sight for a few seconds in a low-lying section. Brothers, sisters, aunts, and uncles frantically waving on their racers, wearing custom printed pit crew shirts identifying Tuff Tony's this or Bad Bubba's that. And Lord help those running the meet if Junior didn't get an even break. Less belligerence is found in a lynch mob. Through it all, though, the 6-8 61cc winners were Tray Ewers and Chad Parker, while Tuff Tony Smith blew away both 9-11 classes, leading Series points by a mile.

From the beginning of the Regionals and through the five long, two day meets, it was all too obvious to the rest of the 12 and over Experts that number 33 was the man to beat, 13 year-old Derek Wedding of Marshall, Texas. And probably no one has or will keep so many Yamahas running so fast with so little failure as papa James Wedding and crew. For sure, Derek had his stuff together on the track, not winning once in a while, but taking double or triple class victories from every meet, building a 30 or 40 point bulge at Series end in 83 stock, 83 mod, and 105 mod. Occasionally, other top riders would win a moto, but everybody seemed overly plagued with falls and breakage, while the Marshall Masher kept on 'crossing. More so than other classes, the 12+ Experts ran races in a tightly packed formation, making the start critical, and any slip or overrun corner costing dearly. Also going to the Nationals to represent the Region are front-running qualifiers Johnny McGee of Bedford, Nederland's Kevin Jones, along with Dublin's Mark Loving and Houston riders Guy Welch and Jerry Surber.

NMA Region Manager John Kelley, crew, and riders say, "Watch out, prunepickers, here we come!" ●

Results in Results Section.

Ben Theriot — mini master.

can-am
motorcycles by bombardier

Winners This Week
Dave Strong — 1st place 125cc Novice
AMA District 35
Kent Bowser — 1st place 200cc Expert
AMA District 35
Bryant Astle — 1st place 250cc Novice
AMA District 35

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CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

July 30

AME MOTOCROSS
Indian Dunes, Valencia, CA. Gate open 7 am, sign up 7-8:30, race 9 am. Entry Sptsm. $7 mail, $10 post. Pros $12 mail, $15 post. Memb. req. $8. $4000 med. cov. Mail entry no later than Fri. before race. AME, PO Box 1421, Reseda, Calif. 91335. 213/881-5778.

PERRIS TT
Perris Raceway, Perris, Calif. Gate open 6 pm, prac. 7:30, race 8 pm. Entry $3 plus gate. PO Box 371, Perris, CA 92370. 714/657-3678, 657-8917.

D-36 SEMI PRO TT
Lodi Cycle Bowl, btwn. Stockton & Lodi, CA. E. 8 mi. Rd. exit, North Frontage, to end Morse Rd. Sign up 5-7:30 pm, race 8 pm. Entry $4. High Pt. prac. 6:30-7:30 pm. Lodi MC. 209/931-3722, 368-7182.

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. Gate open 4:30 pm, prac. 6-7, race 7:30. Entry $6 per class. Watch: $3.50 adults; $2.50 Jrs., $1 kids 8-12 yrs. 213/334-4949.

AMC NITE MX
O.C.I.R., East Irvine, Calif. Gate open 5 pm, prac. 6, race 7:30 pm. All entries $6. Free rider gate. 200% p.b. to Pros (inc. minis & 100). $3000 med. ins. 714/581-2778.

CMC MX
Seattle International Raceway, 5 mi. E of Auburn, Wash. off Hwy. 18. Starts 7 pm. Entry $4 mini, $5.50 Jr/Int, $8 Pros. 100% Pro p.b. 206/631-1550.

CMC SEMI PRO ROUGH SCRAMS
Sand Hill Ranch, Brentwood, Calif. CMC cd. req. First race 6 pm. Entry $6 all classes. 100% p.b. to Ex. +$15 added, 30% brass others. Gate open 3 pm. 415/634-3328, 634-2086..

R.A.C.E. MX
Corona Rcwy., Corona, Calif. Fwy. 91 to Pierce or Magnolia Ave. Prac. 6 pm, race 7 pm. Entry $5. 200% Ex. p.b., 30% brass. Contingencies. All classes. 714/735-1705.

AME MOTOCROSS
Antelope Valley Fairgrounds, Lancaster, CA. Antelope Valley Fwy. to Ave. I, E to 3rd St. E. N to gate. Gate open 4:30 pm, race 6:30. Entry $7/$12 Pros. Cash to Pros, 30% brass. No Beg. class. 805/942-2671.

July 31

TT SCRAMBLES
JC Fairgrounds, Blythe, Calif. I-10 to Intake, N 1 mi. to Riverside Dr., turn E 1 mi to FG. Gate open 6 pm, race 8 pm. Entry $7. Super brass. 714/922-6786.

D-36 TT SCRAMBLES
Lodi Cycle Bowl, Lodi, Calif. All classes, mini-Open. Semi Pro 100% p.b. Benefit brass. Special plate race for $50. Sign up 3:30-6 pm, prac. 4:30-6, races at 7 pm. $2.50 to watch. Benefit for Dameron Hospital Burn Unit. Stockton, Lodi, Port Stockton, Stockton Scramblers MC. 209/477-8534, 931-3722, 368-7182.

SRA DIV II SPEEDWAY
South Bay Park Speedway, San Diego, Cal. I-805 S from Chula Vista. take Otay Mesa exit. Go 5 mi. E. Gate open 6 pm, race 8 pm. 714/420-7414.

CMC SEMI PRO MX
Action Raceways, Redding, Calif. S 99 to Clear Crrek Rd., W 8 mi. to water tower, L at Cloverdale Rd., 3 mi. to track. Gate open 4 pm, race 7:30 pm. Entry Ex/Pro $15; Nov/Am $8; Pee Wee $4. 100% Ex. p.b. 916/241-1100.

ELSINORE TT
Elsinore Raceway. Hwy. 71 at Lugonia, Lake Elsinore City, Calif. Beg-Ex. sign up 6 pm, prac. 7, race 8 pm. Gate $2, race $3. 20% brass. Clubs & groups ride own classes. 714/674-5383, 826-2386.

TMRA SHORT TRACK
Benton Lane Park, N of Eugne, Ore. to Jct. City, W on 99W to Benton Lane Pk. Prac. 6—race 7. Entry $4/$6 Pros. 2 Pro classes go for $800 guar. purse. 503/998-8472.

395 TT & H-M
395 Cycle Park, Adelanto, Calif. No memb. req. Half-Mile sign up 6-7:15 pm, TT sign up ends 9 pm. 25% brass. Overnight camping free. $4 entry $2 gate. 714/246-6109.

CENTRAL

D-20 AMATEUR FLAT TRACK
Buffalo Park Speedway, 2 mi. W of 135E on Beltline Rd. in Carrollton, Texas. Pits open 6 pm, race 8 pm. 214/241-9135, 242-8117.

July 31-Aug. 1

HILLTOPPERS GRAND PRIX
Escape Country, Trabuco Cyn., Calif. Entry closes July 15. Limted entry. Mail $12/post $25. 2 sase to Hilltoppers MC, 6340 Indiana, Long Beach, Calif. 90805. For into. 213/428-4971, 714/898-4557.

August 1

MOTORCYCLE SWAP MEET
Great Western Exhibit Center, Santa Ana Fwy. at Atlantic on Eastern Ave., L.A., Calif. 9 am-2 pm. Selling spaces $8. R.G. Canning's Show Headquarters, PO Box 400, Maywood, Calif. 90270. 213/588-7310.

KAWASAKI GRAND NAT. BMX
Saddleback Park, Orange, Calif. Gate open 8 am, race noon. Race fee $3, gate $1. IBMX Dbl. Pts. Special PP/Side hack & team class. Saddleback Park, PO Box 2422, Orange, CA 92669. 714/558-1584. Rich Kimball.

ELKS 7th ANNUAL POKER RUN
Long Beach Elks Lodge, 4101 E. Willow St., Long Beach, Calif. 90815. From San Diego Fwy., take Lakewood Blvd. S & turn R at first traffic light. Lodge is ½ blk. on R. Sign in 8:30-11 am. Entry $4. Mail entry to address above c/o Don Pierro, MC comm. 213/598-4032.

CMC MOTOCROSS
Saddleback Park, Orange, Calif. Jr/Int $7 mail, $10 post. Pros $12 mail, $15 post. Gate open 7:30 am, sign up 7:30-8:30, prac. 8-9, race 9:30. CMC, PO Box 1402, Costa Mesa, Calif. 92626. 714/557-3323.

CRC COMBO CROSS
Indian Dunes. 1 — 45 min. race on an extended course. Gates open 7 a.m., prac. 8:00, 1st race 9:30. 714/689-6114 (days).

CMC BICENTENNIAL MX SERIES
Puyallup Rcwy. Park, Puyallup, Wash. Gate open 8:30 am, sign up 8:30-10, prac. 10:15-10:45, race 10:45 am. Entry $4 minis, $5.50 Jr/Int, $8 Pro. 100% p.b. Pros. 206/631-1550.

BOSS CMC SEMI PRO MX
Argyll Park, 12 mi. S of Dixon, Calif. on Hwy. 113. Sign up 6:30 am, race 9. Entry $8/$15. 110% Pro p.b. 30% brass. All classes inc. minis. 916/635-5240.

D-36 ERUO SCRAMS
Prison Hill, Carson City, Nev. Summer 8 week Hi Point series. Semi Pro p.b. Minis, OT, PP brass all classes. Sign up 6:30, prac. 7:30, race 9 am. Entry $9/$20 Ex. $3000 med. ins. R TEAM, 6325 Blackwood Dr., Sun Valley, Nev. 89431. 702/673-1124.

AMA CLASS A SPEEDWAY
Sears Pt. Int'l Rcwy., Hwy. 37 & 121, Sonoma, Calif. 95476. I-80 or 101 to Calif. 37 to Sonoma turn off 121. Track at gate 5. Start 1:30 pm. 707/938-8448.

TT SCRAMBLES
Del Norte Cty. Fairgrounds, Crescent City, Calif. Prac. 10 am, race noon. Entry $5. Del Norte Racing Assoc. 707/464-2983.

ITA TEAM TRIALS
Saddleback Park, Orange, Calif. Sign up 8 am, trials 9:30. Entry $5 memb., $7 non-memb. Ex & Am. Team Captains. 714/879-0570.

AME MOTOCROSS
Camarillo Airport, Camarillo, Calif. W on Ventura Fwy. to Los Posas, S to Pleasant Valley Rd., W to Wood Rd., N to airport & track. Gate open 7 am, sign up 7-8:30, prac. 8, race 9. Entry Sptsm. $7 mail, $10 post. Pros $12 mail, $15 post. Memb. req. $8. $4000 med. cov. 30% brass. AME, PO Box 1421, Reseda, Calif. 91335. 213/881-5778.

AME MOTOCROSS
Spillway Park, Santa Maria, Calif. Hwy. 101 to Broadway exit, follow sign to riverbed. Sign up 7 am, race 9 am. Entry $6/$11 Pros. Free camping, 100% p.b. to Pros, 30% brass. 805/937-6171.

DRA 3rd ANNUAL GOLD DIGGER H&H
Limed from Lucerne Valley. Start 9 am. 20% brass. $400 purse. $3000 med. ins. 714/373-4647.

AMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, Ca. Gate open 7:30 am, prac. 8-9, race 9:30. No mail entry. $7/$12 post, $2 extra non-memb. $3000 med. cov. 30% same day brass. 100% Pro p.b. 714/581-2778.

CRC MOTOCROSS
DeAnza Cycle Park, Sunnymead, Calif. Cash to Ex., same day brass to Sptsm. All classes. Gate open 7 am, race 9:30 am. 3 motos Sptsm. 2 long motos Ex. 213/830-7519.

August 4

AMA SPEEDWAY WINE CUP
Napa Town & Country Fairgrounds, Napa, CA. Starts 8:15 707/252-3133.

August 6

AMA HALF MILE GARDENA GOLD CUP
Ascot Park, Gardena, Calif. $3,000 purse. Prac. 6 pm, first race 8 pm. Adults $5, kids $2.50. 213/321-5323, 323-5055.

AME MOTOCROSS
Indian Dunes, Valencia, Calif. Int. track. Helmet House Summer Series. Finals on Labod Day weekend. Sign up 6-7:30 pm, prac. 7, race 8. Entry Sptsm. $7, Pros $10 post only. 30% brass, 100% Pro p.b. AME, PO Box 1421, Reseda, Calif. 91335. 213/881-5778.

SEMI PRO CMC MX
Sand Hill Ranch, Brentwood, Calif. $6 ride, $3 watch. Sign up 4-6:30 pm, race 7. 415/634-2086, 634-3328.

PERRIS TT
Perris Raceway, Perris, Calif. Gate open 6 pm, prac. 7:30, race 8 pm. Entry $3 plus gate. PO Box 371, Perris, CA 92370. 714/657-3678, 657-8917.

AMC NITE MX
O.C.I.R., East Irvine, Calif. Gate open 5 pm, prac. 6, race 7:30 pm. All entries $6. Free rider gate. 200% p.b. to Pros (inc. minis & 100). $3000 med. ins. 714/581-2778.

D-36 SEMI PRO TT
Lodi Cycle Bowl, btwn. Stockton & Lodi, CA. E. 8 mi. Rd. exit, North Frontage, to end Morse Rd. Sign up 5-7:30 pm, race 8 pm. Entry $4. High Pt. prac. 6:30-7:30 pm. Lodi MC. 209/931-3722, 368-7182.

August 7

D-36 SCRAMBLES
Sacramento Raceway, Sacramento, Calif. Six race series. Dbl. Black Plate pts. for all 6 races. No dbl. pts. for minis. Four top Ex. in series win expense money for Western Regional Championship at Tulare. Nov/Am go for high series brass in engine sizes.

AMA 25 LAP NATIONAL TT
Ascot Park, 18300 S. Vermont Ave., Gardena, CA. $15,000 purse. Time trials 6 pm, first race 8 pm. Adults $8 res., $6.50 gen. adm. Kids $4 res., $3.25 gen. adm. 213/321-5323, 323-5055.

CMC SEMI PRO MX
Action Raceways, Redding, Calif. S 99 to Clear Crrek Rd., W 8 mi. to water tower, L at Cloverdale Rd., 3 mi. to track. Gate open 4 pm, race 7:30 pm. Entry Ex/Pro $15; Nov/Am $8; Pee Wee $4. 100% Ex. p.b. 916/241-1100.

BMMC SHORT TRACK
Triangle Speedway, 2 mi. SW of Hermiston, Ore. on Westland Rd. Prac. 7 pm, race 8 pm. Entry $3 per class. 100% cash or brass p.b. Class C tires, sil. req. Blue Mtn. MC, Box 590, Hermiston, Ore. 503/567-5744.

MOTOCROSS
Roosevelt, Utah, 2 mi. E, 1 mi. N of town. 3rd Annual U.B.I.C. MX. Prac. 9 am, start 11 am. Entry $5, $3 minis. 801/722-2934.

CENTRAL

AMA PRO FLAT TRACK
Buffalo Park Speedway. 2 mi. W of 135E on Beltline Rd. in Carrollton, Texas. $1200 purse. Pits open 6 pm, race 8 pm. 214/241-9135, 242-8117.

August 7-8

NMA MINICYCLE NATIONALS '76
Saddleback Park, Orange, Calif. Sat. sign up 7-9 am. Entry $10 (phone entry only). $3000 brass & awards. 213/684-0454, 887-4547, after 6 pm.

SADDLEBACK
Saturday Motocross
$3,000 Medical Insurance
2-30 minute motos — Jrs. & Beg.
2-40 minute motos — Int. & Pros.
July 31 — Motocross
August 7 — Motocross
August 14 — Motocross
August 21 — Motocross
24 hour Info call 714-830-8010
Gate opens 7:30, Practice 8:00, Race 9:00, Finished by 2:30
Beg., Jrs., Int., $8.00, Pros. $13.00
No membership or mail entry required.
Not affiliated with Saddleback Park

Race with AME
—Indian Dunes—
Sunday, August 8
Sunday, August 22
Every Friday Night
+ Youth Division
(Pee Wees thru Minis)
at all events
info: 213-881-5778

CRC
Combo Cross
Sunday, August 1st
INDIAN DUNES
1 — 45 min. race on extended course
714-689-6114

BOOGIE!!
AMC
RACE SCHEDULE
August 1 – Carlsbad
August 8 – No Race
August 15 – De Anza
August 22 – Saddleback
INFO 714-581-2778

D-37 LIGHTS ON ENDURO
Lucerne Valley, Calif. Entry $10. First rider out 9:01 pm. Approx. 80 mi. Open to A-B-C riders. C riders 1 loop. 3-man teams add $1. Headlights, yes. Street legal, no. 2/sase to Paul Orban, Pasadena MC, 18747 Donington St., Glendora, CA 91740. Mail entry closes Jly. 24. 213/335-6268, 963-5387.

August 8

AFM ROAD RACE
Ontario Motor Speedway. I-10 E to Haver Ave. exit, enter track at gate 8. Prac 8 am, race 1:00 pm. Pre entry $15, post $17, extra class $5. All classes, GP, Prod, sidecars, CAMBER CO Superstreet Series. Gen. adm. $2.50, under 14 $1. Inc. parking, program, pit pass. AFM, 13813 Caulfield Ave., Norwalk, CA 90650. 213/921-5667.

D-37 HARE SCRAMS
Johnson Valley, CA. Limed from Y-Cafe in Lucerne. Starts 9 am. Entry $7. Rescue 3 & dust free water. Stay on course. Dustmakers MC. 213/337-0123.

CRC MOTOCROSS
Escape Country, Trabuco Cyn., Calif. All classes, minis & gals welcome. Cash to Ex. 30% brass same day. Memb. not req. Entry $7 Sptsm., $10 Ex. Gate open 7 am, race 9:30 am. 213/830-7519.

SRA CRACK O DAWN ENDURO
Limed from Cal City Golf Course. Gals & -16 go Sat. at 9 am for 20 easy mi. Guys go 5:30 am Sun. for 60 mi. Same day brass for Sat. riders. Fin pins for all plus starter pins. 213/320-1015.

ATA OBS TRIALS
VOTE Trial has been re-scheduled for Sept. 12 at Fillmore. Len Weed. 213/981-2317.

BOSS CMC SEMI PRO MX
Sunnyvale PAL track, Alviso Rd. in Milpitas W to Caribbean Dr., R 2 blks to track on R. Sign up 6:30 am, race 9. Entry $8/$15. 110% Pro p.b., 30% brass. All classes inc. minis. 916/635-5240.

AME MOTOCROSS
Indian Dunes, Valencia, CA. Gate open 7 am, sign up 7-8:30, race 9 am. Entry Sptsm. $7 mail, $10 post. Pros $12 mail, $15 post. Memb. req. $8. $4000 med. cov. Mail entry no later than Fri. before race. AME, PO Box 1421, Reseda, Calif. 91335. 213/881-5778.

D-36 SEMI PRO FAMILY MX
Helvetia Park, West Sacto, Calif. Gate open 6:30 am, prac. 7:30-8:30 am, race 9 am. Entry minis $6; Sptsmn $8, Ex. $8; Semi Pro Ex. $15. Watch $3. 100% class p.b. All classes. 916/391-1241, 363-7954.

DRAG HILLCLIMB
DeAnza Cycle Park, 10 mi. E of Riverside, CA on Hwy. 60—take Theodore off ramp. Super Drag hill. Stk & Mod classes. Sil. & kill switches req. Sign up 7-9 am. $3 gate, $6 entry, $2 watch. 714/653-5840, 653-7979.

MOTOCROSS
Cycle Haven Cycle Park, Long Beach, Calif. Across from Long Beach Naval Base, 1 blk. E of Vincent Thomas Bridge. Prac. 7:30 am, race 9 am. Entry $6, gate $1. 213/547-1818, 437-8112.

D-36 HALF MILE
Santa Clara Cty. Fairgrounds, San Jose, Calif. Post entry $7.50, mail entry $5. Sign up 8:30-10:30 am, prac. 10-11 am, race noon. 100% Semi Pro p.b. Speedway Ent. 14 Camp Evers Lane, Scotts Valley, Calif. 95066. 415/327-9961, 438-3210.

SEMI PRO SHORT TRACK
Plumas Cty. Fairgrounds, Quincy, Calif. No minis. Entry $5, Semi Pro $10. 100% Pro p.b. Sign up 3-5 pm, prac. 6, race 7 pm. Western States Racing Assoc. 712/358-2706.

AMA CLASS A SPEEDWAY
Sears Pt. Int'l Rcwy., Hwy. 37 & 121, Sonoma, Calif. 95476. I-80 or 101 to Calif. 37 to Sonoma turn off 121. Track at gate 5. Start 1:30 pm. 707/938-8448.

D-36 MOTOCROSS
Prison Hill, Carson City, Nev. T-Car exit E of Carson City — go 1 mi. past T-Car. 8 week summer Hi Point series. Sign up 6:30-7:30, Prac. 7:30-8:30, race 9 am. Entry Nov/Am $9, Ex. $15. Semi-Pro p.b. All classes, minis, OT, PP brass. $3000 med. ins. R TEAM, 6325 Blackwood Rd., Sun Valley, Nev. 89431. 702/673-1124.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, Ca. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry $7 J/I mail, $10 post. Pro $12 mail, $15 post. Mail entry no later than Fri. morn. before event. CMC lic. req. $3000 med. cov. PO Box 1402, Costa Mesa, Ca. 92626.

CENTRAL

MOTOCROSS
6mi. N of Decatur, Tx., take Mt. Zion exit off of 287 & follow arrows. Split program, 10 am Nov./1:30 pm Int/Sr. Entry $4 Nov; $5 INt; $8 Sr. $1,008 purse, brass & team brass. 817/427-2663.

August 10

SMOOTH SCRAMBLES
Petaluma Speedway, Petaluma, Calif. Sign up 4-7 pm, prac. 6-7, race 7:30 pm. Entry $3.50. Glad Super Scrambles series. 707/763-3468.

August 11

CMC MOTOCROSS
South Bay Park Speedway, S from Chula Vista, Calif. on I-805, take Otay Mesa Rd. exit & go 5 mi. E. Track is across from Brown Field airport. Start 7:30 pm. Entry $6 & CMC lic. Pit gate opens 4:30 pm, prac. 6. $3000 med. cov. 200% Pro p.b. 714/420-7414.

August 13

AMA TT SCRAMBLES
Manzanita Speedway, 35th Ave. & Broadway, Phoenix, Ariz. National Amateur Dirt Championship. Southwestern Region, D-35, D-36, D-37, D-38, D-26, D-25, D-31, D-31. Starts 8 pm. Entry $15. Top 8 invited to National. 602/274-5724.

AME MOTOCROSS
Indian Dunes, Valencia, Calif. Int. track. Helmet House Summer Series. Finals on Labod Day weekend. Sign up 6-7:30 pm, prac. 7, race 8. Entry Sptsm. $7, Pros $10 post only. 30% brass, 100% Pro p.b. AME, PO Box 1421, Reseda, Calif. 91335. 213/881-5778.

SEMI PRO CMC MX
Sand Hill Ranch, Brentwood, Calif. $6 ride, $3 watch. Sign up 4-6:30 pm, race 7. 415/634-2086, 634-3328.

PERRIS TT
Perris Raceway, Perris, Calif. Gate open 6 pm, prac. 7:30, race 8 pm. Entry $3 plus gate. PO Box 371, Perris, CA 92370. 714/657-3678, 657-8917.

AMC NITE MX
O.C.I.R., East Irvine, Calif. Gate open 5 pm, prac. 6, race 7:30 pm. All entries $6. Free rider gate. 200% p.b. to Pros (inc. minis & 100). $3000 med. ins. 714/581-2778.

D-36 SEMI PRO TT
Lodi Cycle Bowl, btwn. Stockton & Lodi, CA. E. 8 mi. Rd. exit, North Frontage, to end Morse Rd. Sign up 5-7:30 pm, race 8 pm. Entry $4. High Pt. prac. 6:30-7:30 pm. Lodi MC. 209/931-3722, 368-7182.

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. Gate open 4:30 pm, prac. 6-7, race 7:30. Entry $6 per class. Watch: $3.50 adults; $2.50 Jrs., $1 kids 8-12 yrs. 213/334-4949.

INTER-SHOWS
Presents
ANOTHER ALL INDOOR
MOTORCYCLE
(AND RELATED ITEMS)
SWAP MEET

*Oil *Tools *Engines
*Tires *Shocks *Helmets
*Boots *Silencers *Leathers

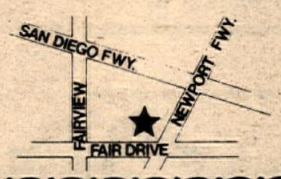
*Even Complete Motorcycles
*All New & Used Parts & Accessories!

Special seller's space price:
Just ten cents per square foot!
10 by 10 foot...100 square foot spaces... just $10! Set-up begins at 2 pm, Friday

Buyers: $1.50 (over twelve)
Under twelve: 75¢

Friday, August 6
6:00 pm - 11:00 pm
Orange County Fairgrounds. Costa Mesa

FOR INFORMATION AND TO RESERVE YOUR SPACE, CALL: TIM FISHER (714) 639-7440
or write to (714) 492-9938
INTERSHOWS
P.O. Box 3334
San Clemente, Ca. 92672



KEEP ON GASSIN' IT!

Corona Raceway
MX Every Fri. Night
200% Expert Payback
30% Trophies
No High School MX competition
714-735-1705

Starting Aug. 5th
CRC
Thursday Night MX
Corona Raceway
1st Race 7:30
714-689-6114 or 714-735-1705

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to appear in the next week's Calendar section. The more weeks it runs, the better you look — so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

_____

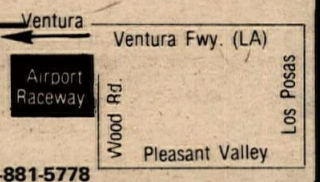
Additional information _____

_____

_____

Your name _____ Number to call for info *(with area code)* _____

Minicycle Regional
Saturday, August 14
Ride the Same Track as the Nationals
CASTLE ROCK FAIRGROUNDS
Castle Rock, Washington
presented by **Mt. St. Helen's M.C.**
Sign-in 3:00
Practice 5:00
Classes: 0-65cc — 7-11 yrs. — 12-15 yrs.
0-85cc — 7-11 yrs. — 12-15 yrs. 0-105cc — 7-15 yrs. only
Schoolboy Class — 0-100cc — 7-15 yrs. (regular motorcycles)

ALL NEW!
CAMARILLO AIRPORT RACEWAY
Sunday, August 1st
Double AME points — 30% trophies
1st 150 riders to sign up — Free AME Hot Hats
Gate open 7 am
Spectators $3.00
Juniors $2.00
Rider/Bike $2.00
Entry
Sportsman $7 mail $10 post
Pro $12 mail $14 post
Sign-up 7-8:30
Practice 8
Race 9
No Pit Riding
Membership required - $8.00
$4,000 Medical Insurance
Silencers Mandatory


mail entries to: AME, PO Box 1421, Reseda, CA 91335, 213-881-5778

NMA
INDIAN DUNES
Every Wednesday Night Motocross
ALL CLASSES
$3,000 Medical Insurance
NMA (213) 887-4547
CRC (213) 830-7519

Ride With The Best
CMC
Continental Moto-Sport Club
1st and 3rd SUNDAYS - SADDLEBACK
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 7:30, sign-up 7:30-8:30, practice 8:00-9:00, first event 9:30
2nd and 4th SUNDAYS - CARLSBAD
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 6:30, sign-up 6:30-8:30, practice 7:30-8:30, first event 9
Every other Wed. Night starting June 16th South Bay Park Speedway
ALL 5th SUNDAYS - SADDLEBACK
EVERY FRIDAY NIGHT - IRWINDALE
CMC LICENSE REQUIRED $8.00 PER YEAR
$3000.00 MEDICAL INSURANCE
CMC NO.1 RECEIVES NEW VAN!!
CMC Box 1402
Costa Mesa, Ca.
(714) 557-3323 MON-FRI 10am-3pm 92626

SRA
SRA COMING EVENTS
August 8 — Crack O' Dawn Enduro (5:30 am) Women & under 16's go Saturday.
August 15 — 4-wheel night enduro and Pancake Breakfast.
info:
P.O. Box 3882
Torrance, Ca. 90510
213-320-1015

DEL-RAY
Minicycle
GRAND NATIONAL CHAMPIONSHIP
NMA
$3000. IN TROPHIES & PRIZES
AUG. 7&8,1976
SADDLEBACK PARK
Phone in or Mail ENTRY ONLY!
Call Now
NATIONAL MINICYCLE ASSOCIATION
23301 OSTRONIC DR.
WOODLAND HILLS, CA. 91364
213-684-0454 or 887 4547

DRA
Desert Racing Assoc. Presents
GOLD DIGGER HARE & HOUND
2 separate 30 mile loops 9 a.m. start
Super Trophies
Beg-Nov-Am-Ex
20% Brass, Pins & Points
$3,000 medical insurance
August 1st
$350 cash purse + $40 to 1st Senior
Limed from Lucerne to Soggy Dry Lake area
SCAT communications, Ambulance, Catering & Photos
Info: 714-373-4647

CRC
Race Schedule
213-830-7519
Aug. 1 — De Anza
Aug. 8 — Escape Country

Every Friday Night
MX O.C.I.R.
AMC
200% payback to Pros
info: 714-581-2778

INDIAN DUNES PARK
600 acres — hills, streams, sand
Family riding 7 days — 7 a.m. 'till dark
Moto-X races every Sunday
2 miles west of Interstate 5
on Highway 126 at Castaic
(805) 259-8000

REGULARLY SCHEDULED EVENTS

To list your regularly scheduled event, fill in the calendar blank and your event will run until cancelled. Free of charge.

WEST

Motocross

ASCOT
Gardena, Calif. 213/323-1142. CMC MX every Thursday night.

CANYON RACEWAY
Phoenix, Ariz. 602/992-0359. Every Sunday.

CARLSBAD RACEWAY
Carlsbad, Calif. 1st & 3rd Saturdays "Pro Pot Purse" days; 1st Sunday AMC; 2nd & 4th Sundays CMC; 3rd & 5th Sundays AMA Dirt Bike Promo. 714/727-1171.

CORONA RACEWAY
Corona, Calif. R.A.C.E. MX. 714/735-1705. Open MX every Friday night.

DeANZA PARK
Sunnymead, Calif. Every Saturday & Sunday. 714/653-2633, 735-1301.

ESCAPE COUNTRY MX
Trabuco Cyn., CA. 714/586-7964. Every Sunday.

EUGENE MX
Eugene, Ore. 503/344-0140. Every Sunday.

FREMONT RCWY
Fremont, Calif. 415/881-1039, 278-4269. Nite MX every Thursday.

INDIAN DUNES PARK
Valencia, Calif. 805/259-8000. AME 2nd & 4th Sundays. AME every Friday night.
Nite MX every Wednesday.

IRWINDALE RACEWAY
Irwindale, Calif. CMC Nite. 714/557-3323. Every Friday.

LIVE OAK RCWY
Yuba City, Calif. 916/674-3109, 674-3094. D-36 Semi Pro MX every Saturday nite.

ORANGE COUNTY INTERNAT'L RCWY
East Irvine, Calif. CMC nite MX. Every Wed
714/559-0199 AMC every Friday nite. 714/581-2778.

SADDLEBACK PARK
Orange, Calif. 714/558-1584. AMC MX 2nd & 4th Sundays: CMC MX 1st, 3rd & 5th Sundays: SAM MX every Saturday.

SANDHILL RANCH
Brentwood, Calif. 415/634-3328, 634-2086. CMC MX every Sunday.

SEATTLE INT RCWY
Auburn, Wash. 206/631-1550. CMC MX every Friday night 7 pm.

SOUTH BAY PARK
Chula Vista, Calif. 714/420-7414. CMC MX every other Wed. night.

Dirt Track

CORONA RCWY
Corona, Calif. 714/735-1705, 689-1913. Half-Mile, ST & TT every Wed. nite.

CYCLE LAND SPDWAY
Chico, Calif. CMC Sportsman Short Track every Saturday night. 916/342-9302.

ELSINORE RACEWAY
Lake Elsinore, Calif. Night TT. 714/826-2386, 674-5383. Every Saturday night.

FREMONT RACEWAY
San Jose, Calif. Every Wednesday night Short Track. 415/651-2545, 327-4461.

INDIAN DUNES
Valencia, Calif. 805/259-8000. Class C Short Track every 2nd & 4th Friday.

MANZANITA SPEEDWAY
Phoenix, Ariz. 602/276-7575. AMA TT Wednesday night.

MEDFORD RACEWAY
Medford, Oregon. 503/779-7779. AMA Sportsman Short Track every Friday nite 8 pm.

PERRIS RACEWAY
Perris, Calif. 714/657-3678. Short Track & TT every Saturday night 8 pm.

WEST CAPITOL RCWY
West Sacramento, Calif. Semi Pro TT every Friday night. CMC. Ends Sept. 10. 916/961-7484, 371-3050.

Speedway

CAL EXPO
Sacramento, Calif. AMA Class A Speedway every Friday nite. 916/489-0476.

SAN JOSE CTY FAIRGROUNDS
San Jose, Calif. AMA Class A Speedway every Saturday night.

SEARS PT Int'l Rcwy
Hwy. 37 & 121, Sonoma, Calif. 707/938-8448. AMA class A Speedway every Sunday afternoon.

SPEEDWAY
Hanford Fairgrounds, Hanford, Calif. SRA every Fri. night. 209/683-7730.

CENTRAL

Motocross

ANTELOPE CREEK MX
Borger, Tex. 806/273-6571, 857-3733. Every 2nd Sunday.

AUSTIN MX PARK
Austin, TX. Pro-Am, 512/451-2326. Every 1st, 3rd & 5th Sunday.

BARRON FORK MX
Tahlequah, Okla. 918/456-8421. Every 1st & 3rd Sunday.

BIG BLUFF MX
Wellington, Texas. 806/447-2101. MX every first Sunday of month.

BIG DUD
Albuquerque, N.M. 505/298-7013. First Sunday.

CENTEX MX PARK
Cameron, TX. Pro-Am. 817/697-2835. D-20. Every 1st & 3rd Sunday.

COAL CREEK RCWY
Lafayette, Colo. 303/443-0825. 2nd Sunday.

CNTY LINE CYCLE PARK
Irving, Tex. Pro/Am every 2nd Sunday. 214/438-1919, 817/461-3710.

CYCLELAND MX PARK
Roland, Okla. Am/Ex/mini 2nd Sunday each month. 501/783-5822, 646-2148.

HI-NOON OPTIMIST MX
Big Spring, Tex. 915/263-1278. Pro-Am. Every 2nd Sunday of month.

INDIAN TERRITORY RACEWAY
Prague, Okla. 405/567-2241. 1st & 3rd Sunday.

KLEBERG PARK MX
Kingsville, Tex. 512/595-5266, 592-1902. Every 1st Sunday.

K & R PAULS VALLEY
Pauls Valley, Okla. 405/484-7546. Every 1st & 3rd Sunday.

LAKE WHITNEY CYCLE RANCH
Lake Whitney, Tex. 817/694-2901. Every 4th Sunday.

MANSFIELD RCWY MX
Mansfield, Tex. Every Friday night thru Sept. 817/267-9153, 237-8138.

MIDADO RACEWAY
Stephenville, Tex. Cross country every third Sunday of month. 817/965-6179.

MOSIER VALLEY MX PARK
Euless, Tex. Pro-Am. 817/267-5193 or 277-9917. Every 1st, 3rd & 5th Sunday.

MOTORCYCLE RACEWAY
Oklahoma City, Okla. 405/677-1381. MX every Saturday nite.

OAK HILL
Between Alvord & Decatur, Tex. 817/427-2663. Every 2nd & 4th Sunday.

OAK RIDGE PARK
Lufkin, Tex. Pro-Am. 713/634-3122. First Sunday.

OAK TREE MX PARK
Danbury, Tex. 713/849-4461 or 922-1145. AMA every 2nd & 4th Sunday.

PARADISE VALLEY MX PARK
Alvarado, Tex. 817/783-2778, 640-1994. Every 2nd & 4th Sunday.

RED RIVER MX
Bulcher, Tex. AMA D-20 Pts. every 1st & 3rd Sunday each month. 214/272-6165.

RIO BRAVO PARK
Houston, Tex. 713/991-3230 or 458-0090. Every 2nd, 4th & 5th Sunday.

SAN ANGELO MX
San Angelo, Tex. 915/655-5061. Every 3rd Sunday.

SAN MARCOS MOTOPARK
San Marcos, Tex. 512/392-5979. Every 2nd & 4th Sunday.

SEMINOLE COUNTY MX PARK
Seminole, Okla. Pro-Am. 405/382-5818. Every 1st & 3d Sunday.

SOONER MX PARK
Amber, Okla. Amateur. 405/672-9629, 239-8532. Every 1st & 3rd Sunday.

SOUTHWEST MX PARK
Lockhart, Tex. 512/398-3328. Every 4th Sunday.

SQUABBLE CREEK
Rockwall, Tex. 214/272-6376. Every 1st, 3rd & 5th Sunday.

THUNDER VALLEY MX
Stillwater, Okla. 405/372-7222.

TWIN OAKS PARK
Claremont, Okla. 918/341-1143. Every 2nd & 4th Sunday.

TURNPIKE MOTOPARK
SE corner Dallas/Ft. Worth Turnpike, Callas, TX. 522-5120. MX every 2nd & 4th Sundays

Dirt Track

BAYTOWN RACEWAY
Baytown, Tex. Pro-Am. 713/576-6025. Every Sunday.

BUFFALO PARK
Carrollton, Tex. AMA ST every Sat. night. Pro race every 1st Sat. 214/241-1359, 242-8117.

COLO. NAT'L SPDWY
Erie, Colo. Pro-Am. 303/443-0825. Every 1st & 3rd Friday.

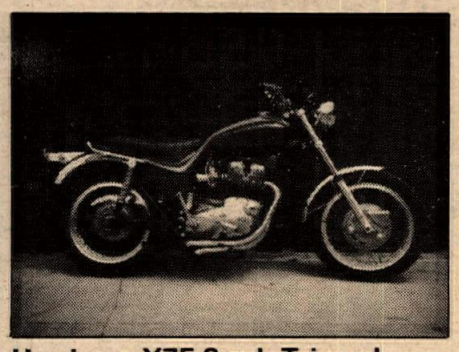
DeANZA RACEWAY
Claremore, Okla. Short Track. 918/446-6650. Every Friday night.

ROSS DOWNS
Garland, Tex. AMA Am Short Track every Friday night 8 pm. PO Box 813. Garland, TX 75040. 214/276-0409.

Hillclimb

LAKE WHITNEY RANCH
Lake Whitney, TX. Texas Hillclimbers Assn. 214/337-7534. First Sunday.

WANT ADS



Hurricane X75 3 cyl. Triumph
Rare limited production model, cammed 867cc engine, 95% original, 6000 miles, excellent condition, $2275. (801) 262-2829. (30)

Attention salesmen!!
Calling on dealers? Now you can add to your income. START your customers as BIKER dealers. For details, write to Biker Magazine, Box 2610, Long Beach, CA 90801. Attn: R. L. Nor Velle. (46/TFN)

CZ warehouse sale
Tremendous savings; brand new '75, 250 & 400 CZ red frames, 125 MXs & 250 enduros in the crate, sold on first come first serve basis. Free transmission ignition with each purchase. Prices at a loss to dealer cost. Ship anywhere in USA on pre-paid certified check or money order. (213) 772-1647. (25/TFN)

Speedway dealers wanted
for the fastest growing U.S. Sport — Open to all franchised dealers — Call for details (213) 772-1647. (25/TFN)

AJS, Matchless, BSA, Triumph,
etc. Large inventory of spares & cycles. Complete restoration and maintenance service. Symonds Cycles, 5221 Laurel Cyn. Blvd., No. Hollywood, CA 91607. (213) 762-6368. (24/TFN)

Finisher pins
Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20%. Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987.

Pit crew trailer
12 foot double axle trailer. Great for pit crew, holds 4 bikes, $500.00. (714) 847-3374. (30)

'76 Maico AW 400
Ridden 8 times, absolutely immaculate. Injured knee forces sale. This bike is in showroom condition, $1475.00. (213) 328-8318. (30)

XL parts & trailer
Vesco tank, Redline S.A., Andre bars, sprocket, 3 rail tilt with shocks, sway bar, coil springs, small tire. (213) 886-2192. (30)

Maico forks for CZ
Maico forks, $125.00. '73, 400 CZ, $395.00. '71 Bultaco 100. (213) 846-4405. (30)

BELL STAR 90, orange, size 7, $35.00. (714) 847-3374. (30)

'74¾ TL-125. Great mech., reliable, $350. KAW 100 G-31M. Flattrack or roadrace, lots of spares, trick pipe, $250. (415) 479-7264.

1976 Husky 125 GP
Ported by Don Vesco, DID rims, strong. (213) 424-2138. (30)

'75 Yamaha 250 mono
Excellent condition — must sell, joined Army — $895.00 or best offer. Call after 5 p.m. (213) 443-7283. (30)

'75 XL250, excellent
Enduro ready, great desert bike, reliable, modified eng., long travel suspension, loads of accessories. Plus street equipment. $695.00. (213) 342-6989. (30)

'76, 370 Pursang at cost
Similar savings on other models — Call for details and out the door prices. Al Anders Bultaco, 1401 S. Beach Blvd., Unit E & F, La Habra, CA. (714) 870-9990. (30)

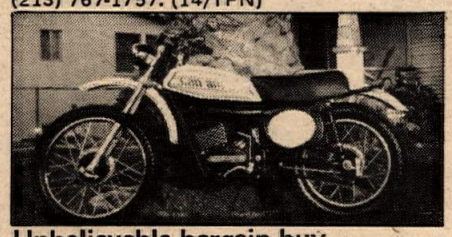
Mechanics, "service manager" wanted
Experienced mechanics needed immediately. Year around position, salary open, good working condition, paid benefits. Suzuki, Norton, Moto Guzzi, dealer. S.F. Valley, Jerry (213) 849-7295. (27/TFN)

Excellent savings!
Brand new KTM 125 MX. Brand new KTM 250 MX at dealer cost. RFM Motorcycle Supplies, 6414 San Fernando Rd., Glendale, CA. Summer hours 5-7 p.m. (213) 244-1088.

General Manager wanted with major
m/c line. At least five years experience in all phases of store management. Salary & commission, commensurate. All replies will be kept confidential. Write Cycle News, P.O. Box 498 Dept. ABC, Long Beach, CA 90801.

Help wanted
Two positions open. Mechanic and partsman to work in English motorcycle shop. Must be experienced enthusiasts. Symonds Cycles (213) 762-6368. (24/TFN)

Cycle trailers $176 & up
Major brand 2-5 rails — small or large wheels. Utility & car trailers also. Hitches, TI-downs & acc. All 20% off list. MSC, Sun Valley (213) 767-1757. (14/TFN)



Unbelievable bargain buy
The now popular Can-Am 125 TNT, well maintained, Betor forks, S&W shocks, rotary valve 20 H.P. engine, 76 mph, completely stock. Want motocross bike, R.M. or Maico preferably. Also protection. $700. Call Arnold, L.A. (213) 263-3743. (30)

*** Now in stock ***
YZ 250s, YZ 400s, TT500Cs, YZ 125Xs, XT500Cs, YZ 80Cs, & IT 400Cs. S & L Yamaha, 5938 Pacific Blvd., Huntington Park, CA. (213) 587-7244. (25/TFN)

Akront aluminum alloy rims
18 & 19-inch, 40-spoke. New, still in carton. $30.00. Contact Gino at "Biker" newsmagazine office. Phone: (213) 595-4753.

Mooch deals "Munai & Norstar Boots" $59.95
Close out on odd sizes, $51.95. Call for sizes. S & L Yamaha, 5938 Pacific Blvd., Huntington Park, CA 90255. Will ship anywhere. (213) 587-7244. (20/TFN)

New Huskies
S & L Yamaha, 5939 Pacific Boulevard, Huntington Park, CA. (213) 587-7244.

'76 Suzuki RM250
Excellent condition, fast. Must sell, $895.00. (714) 327-9532. (30/2x)

'76 Yamaha 125 mono
Ported, bigger carb., pipe, excellent condition. Must see, $675. (213) 676-2126. (30/2x)

YZ 80C
Ported, stroked to 83, Motoplat ignition, carb, pipe, lay down shocks & much more, $650. (213) 676-2126. (30/2x)

750 YAMAHA — CHAMPION FRAME, Barnes wheels, Ceriani forks. Race ready, fast and reliable. Can you handle it?! Best offer. (714) 556-0089, no answer (714) 545-4097.

Hallman leathers
Brand new! Marty Smith replica, size 28, $75.00. Rich (213) 678-9618. (30)

Shoestring wheel works
Wheels laced, $16.00. Trued, $6.00. Wheel off machine tire off. Call for appointment. (213) 439-8239. (2/TFN)

CZ 250 GP, UP PIPE, air forx, cantilevered Bilsteins, Motoplat, chain tensioner, Sun rims, Mikuni. Also monoshock bicycle. Must sell, offer. (213) 799-6979. (30)

'75 Suzuki JB racer TM 100
Gas Girling shocks, cantilevered 2 positions, T&M swingarm, Webco head, extras, $595. See to believe. (714) 837-4470. (30)

'76 Yamaha YZC 125
Fork boots, runs great, good shape, $600. (213) 325-1795. (30)

'74 Honda Elsinore CR 250
Excellent condition, many extras and new parts. Must see, $525.00 or best offer. (213) 371-1176. (30)

Baby coming, must sell
1975 Falta Rep. laid-down suspension, with gas shocks, Banke pipe, trick triple clamps, super trick. 1976 RM 250 A Suzuki, trick bars, Thor swingarm, GP fork springs, gas reservoir shocks, only 3 races. MUST SELL! (318) 336-7101 or (318) 336-7285 home.

'74 Ossa-SDR & '75 Suzuki 100
Ossa has Koni shocks, VDO, etc. $400.00. Suzuki TS 100, only 1000 miles. $350.00. Will consider offers. (213) 780-4236. (30)

Kawasaki mechanic
Trainee or experienced. Ask for Service Manager Stan (213) 466-8451. (30/2x)

'73 RD 350 YAM., K81s, rebuilt motor, quick, $625. (213) 249-4862. (30)

'75½ GP 250 Bultaco Pursang
Extremely fast and reliable, Bilsteins, Metzelers, Fox air forks, Muira shifter, GP tank and fenders, ridden very little, excellent condition, $850.00. (213) 249-4125. (30)

Classic trails bikes
1959 AJS 350cc single. 1952 Triumph 500cc Trophy. 1965 BSA 250cc single. Street legal. Richard Renstrom, 2121 Arlington, Caldwell, Idaho 83605. (208) 459-8786. (30/2x)

'75 CR125 Honda
Webco head, shocks laid down, stock barrel, excellent cond. $500 firm. (805) 259-2978.

Everything goes
1975 Montesa ISDT enduro, 8 day clock, many extras, $800. 3 rail trailer, $150. Bell Moto Star, 7¼, $30. All for $900. La Habra (213) 697-5706. (30)

'75, 250 CR Husky
Excellent condition, stock, leathers, tools — $1000 or best offer. (213) 454-8461. (30)

'67 Triumph 200 Mountain Cub
Body like new, motor good for parts. Sell all or part. $200.00 complete. (805) 366-7807.

Honda trials
'74 TL 125, clean, runs good, $395/offer. (714) 724-9757. (30)

YAMAHA RD350, brand new, 1975, only 700 miles. stock. $800.00. (714) 998-0683.

'75 YZ 250 bike, parts
Bike $750.00. Rear wheel complete, $75.00. Frame $100.00. Front forks, complete, $85.00. Engine like new, ported with pipe & 38 Mikuni, $425.00. After 4 (213) 339-2277 or (213) 335-6909. (30)

'72 Husky 250 WR
5 sp., new rear 6 ply, knobby, Konis, CZ chain, solid alloy bars, Mikuni carb, spare Bing, Akront rims, tools, nu Magura throttle, xlnt. Starts 1st kick! $490.00 pr. pty. (213) 380-3796. (30)

125 mono fast, $600 firm!
Many extras, excellent condition. (714) 995-1029. (30)

KTM/Penton parts inventory
Our entire inventory of K.T.M. and Penton parts are up for grabs. For only $800.00 or 75% off normal dealer cost buys all. Dan (213) 994-2800. (30/TFN)

Complete new Penton enduro
Kit — V.D.O., drive, lights, rack tool pouch, tools & all mounting hardware, $100 or best offer. (213) 370-3974. (30)

Greeves warehouse sale
Tremendous savings. Brand new in the crate. Will ship anywhere in USA on prepaid certified check. All Greeves and Villiers spares available. Nick Nicholson — 11476 Oxnard St., No. Hollywood, CA 91606. (213) 985-1272. (30)

1976, 370 Pursang
Box fresh, stock, not even broken in; first reasonable offer gets it. 1973 Moto Guzzi 850 Eldo, 3500 mi., extras. 1973 Honda XL 250, Powroll 348cc 3/8 stroker, Vesco tank, extended swingarm, gas Kayabas, No. 1 fork kit, S/W springs, more. Best offer. (714) 985-2364. (30)

1967 Kawasaki F2-TR parts
Engine, gearbox, swingarm, frame, etc. Also "Gyt kit" cylinder, piston & head. Call (213) 427-7433 ask for Mr. Nor Velle. (10/TFN)

1975 Maico
G.P. 450 DIDs, Konis, Bilsteins, lots of extras. Must be seen to be appreciated. $800.00 or best offer. (916) 273-4133 or (916) 265-4891. (30)

'76 YZ125C
Ridden approx. 30 hrs. Like new, $675.00. (714) 894-2815. (30)

250 monoshock
Excellent condition, two tanks, extras. $850.00 or best offer. After 5 p.m. (213) 320-8056. (30)

'75 Yamaha 400 enduro
Webco head, alloy rims, Works shocks, plastic tank & fenders. Very low miles, $875.00. (213) 672-1469. (30)

'75 CZ 400 GAS-SHOCKER. Used sparingly, like-new cond. Cost $1600 new — Sacrifice $850.00. Must sell, returning to school in fall. (714) 586-7951. (30)

Mono
1976, 125 YZC. 3 months old, full floating rear brake, many extras. Immaculate cond., $800.00 or trade for speedway bike. Ask for Scott (213) 866-3486 or (213) 866-1492.

1976 Montesa 360VA
Only three races old. S&W's, tools, good tires. Need money for school, $1200.00. (702) 825-8208. (30)

1973 Harley-Davidson/Rapido —
125 — (MX) — with (removed) street accessories. Excellent shape with top conversion. Best offer over $389.00. (213) 430-2644. (30)

'74¾ Cooper/SLO MX 250
Like new, ported, 34 Mikuni, Betor forks, laid down gas Bilsteins and many more extras, fast and reliable. Must see, $689.00. (213) 430-5364. (30)

Tech Club needs
Engineers, techs, draftsmen, mechanics, designers. Any good work skill — object, to build off-wall motorcycle projects, someday the GAM. Call (213) 439-8239 after 6 or (714) 552-9103 or (213) 457-7326. (30/3x)

NEW six rail motorcycle trailer, factory heavy duty, $350.00. (213) 243-0575. (30)

'75 Bultaco Sherpa T
Very clean, excellent condition. All original equipment and extras, $850.00/best offer. (714) 892-5414. (30)

RM 250-370 NEW GAS tank, $50.00. RM 250-370 front rim & spokes, $20.00. Walker lace boot — 13 — new — $15.00. New desert J bars, $6.00. (714) 884-7391. (30)

Motorcycle sale
'76 Husky 360 CR, extras, never been ridden, $1650.00. '74 Husky 400 WR, 6 spd., lo miles, enduro ready, $875.00. '75 Honda MR 175, lo miles, excellent cond., $675.00. (714) 745-7985. (30)

'72 DKW 125 Yamaha 175 end.
DKW 2.9 gal. tank, leading link front, 6 speed trans, needs minor work, $250.00. '72, 175 end. needs R.S. crankcase. Must sell, $175. Call after 5 p.m. (213) 572-9550. (30)

Free 280Z
I'll stand on my head to make you a deal. Buy my 1974 Husky frame, long swingarm, pipe, seat, and Girling shocks for $6300 and I'll give you a 1975 Datsun 280Z with fuel injection, air, AM-FM, mags. Separately bike parts, $150, Z, $6150. (213) 346-5990. (30)

'73 Honda CB350 Four
Excellent condition with four into one Hooker exhaust, Dunlap tires, back rest, package rack. $700. (714) 549-0471. (30)

Red Honda '75 CR125
Make offer. New tires, laid down Konis, air forks, boots, extra inch travel, 32 Mikuni, ported, new rings, Magura levers, DG air box & Twin Air. $500.00 minimum. (213) 457-9046. (30)

CZ 250, '71
US Sport swingarm, red frame, Boges, new tank, fenders, airbox, bars, pipe, rear end, tires, Mikuni carb, new spokes, etc. Stored 2 years, faster than the new CZs. After 7:00 p.m. (213) 459-2196. (30)

'75 RM 125
Ridden three times — raced once. Perfect cond., plus heavy duty bike rack, $650.00. Call anytime (213) 923-7409. (30)

Maico 125, 6 spd. works
(maybe). Faster than a speeding bullet. More powerful than .... $525.00/offers consid. Tom (213) 996-1606. (30)

'74, 750 GP Maico, '76, 250 RM Suz.
"Maico", many extras, a proven winner, $700.00. "Suzuki", fresh engine, very clean, Metzelers front & rear, $750.00. (213) 845-9928 or (213) 848-6176. (30)

Elsinore CR 125, 1975
Mikuni, Webco head, pipe, lay-down shocks, long swingarm, cleaned-matched porting, 520 chain, choice of shocks, hardly ridden, sharp, $575. Wkdys. (714) 837-9638. (30)

'69 Husky 360
Excellent condition, K&N filter, Motoplat scaled ignition, reliable trail or fun MX bike. Asking $390. Call days (714) 685-1581.

TM 250 Suzuki
New Maico style lay down, Vesco tank, good running condition, $350.00. Montesa 125 MX, fresh engine, $250.00. Call Jim after 6:00 (714) 870-7793. (30)

Late '74, 125 Kawasaki KX
Fine condition, fresh top end, tires, fork kit & trick swingarm. $395. Also new Honda leathers, $40. 1-(213) 336-4938. (30)

DESERT Racing Association presents the LAST

SCHEDULE OF EVENTS (Notice new start times)

Saturday:	0-200 Beg. Powder Puff Beg. Mini's, 3 wheel, S/H.	8:10 a.m.	60 miles
	250 & Open Beg. Senior Beg.	11:45 a.m.	60 miles
	0-200 Novice, Advance Powder Puff & all Senior Novice	2:45 p.m.	60 miles
Sunday:	250 & Open Novice	8:15 a.m.	80 miles
	All Amateur & Expert, Senior Amateur & Expert	12:00 p.m.	100 miles

ENTRIES LIMITED TO 350 riders per race - total 5 races, entries accepted by mail **only** until classes are filled.

ENTRIES OPEN NO EARLIER THAN AUGUST 2nd. by postmark. Use only official U.S. Post Office postmark - NO business postage meter postmark or hand carried entries accepted.
Entry **must** be sent with $20.00, entry blank and 2 (9½ x 4½) self addressed stamped envelopes for each entrant. We will recognize any legitimate 1976 competition license, such as DRA, District, Moto X, etc. **You must send a photo copy of current 1976 card, NO** photo copy means unclassified, unclassified riders either join DRA and get classified or enter pie plate expert. DRA 1976 Membership is $12.00 California resident & $6.00 for Northern California or out of state. Current 1976 DRA Members need not send photo copy. DRA MEMBERS WILL BE PROCESSED AND ENTERED BEFORE NON MEMBERS due to limited amount of entries.

BIG AWARDS: 25% trophies to Beginners, 1 for every 4 entries. 20% trophies to Nov., Am., and Ex. Super finishing pins, dual points, Club Participation trophy. $5,000. cash and contingency awards, $3,000. Medical Insurance.
Pay schedule (NO PIE PLATE, NON MEMBER WINS)

1st. overall, $1,000.00 2nd. overall, $350.00 3rd. overall, $200.00 Am. Ex. race.
PLUS: 1st. Amateur $100.00 1st Nov. $80.00 1st Senior Ex. $50.00 1st Senior Am. $40.00 1st. Senior Nov. $30.00 1st. Advanced Powder Puff $40.00.
1st 0-200, 250, Open Ex $100. 1st 0-200, 250, Open Am $75. 1st 0-200, 250, Open Nov $50.
2nd 0-200, 250, Open Ex $50. 2nd 0-200, 250, Open Am $50. 2nd 0-200, 250, Open Nov. $30.
3rd 0-200, 250, Open Ex $25. 3rd 0-200, 250, Open Am $25. 3rd 0-200, 250, Open Nov $20.

ENTRY FEE: Mail entry $20.00 - post entry if available $50.00
Mail entry opens August 2nd., (no earlier) Mail entry closes by postmark Sept. 20th. All entries postmarked before August 2nd or after Sept. 20th will be returned.

All start positions, riders information, decals, etc. will be returned one week prior to event date.

Catalina Grand Prix in the 50's
Elsinore Grand Prix in the 60's
California City Grand Prix in the 70's

October 2nd & 3rd

Trophies-Super Finish Pins
over $5,000.00 Cash
and
Product Contingencies

$20.00 Gets It All

No charge camping
No charge spectating
Racing through town & desert
One gala weekend

Entries open August 2nd.

No earlier postmark accepted.
Beginners—Novices—Amateurs—Experts
Only mail entries accepted, due to computerized scoring.
Post if available $50.00

DRA
California City
Grand Prix
P.O. Box 2605
Calif. City, CA
93505

Info: 714-373-4647

DESERT RACING ASSOCIATION California City Grand-Prix Entry Blank

DRA #

Social Security No._____

NAME_____ADDRESS_____

CITY_____STATE_____ZIP_____PHONE_____

Riding Class: Beg.___Nov.___Am.___Ex.___Senior___Powder Puff___Mini___Age___

Make & Size of Bike_____3 Wheel___S/H_____

Club_____(and or) Shop_____

I do hereby Certify that I possess the necessary skills and physical endurance for an event of this type. It is also understood and agreed that, **Motorcycle Racing is a dangerous activity** so I hold **at no fault** the sponsors of this event their agents or the land owners or managers of the land covered by the event for whatever property damage or injury that I may cause or incur. **I hereby consent to medical aid and transportation** in case of injury **with cost of such aid or transportation to be borne fully be me.**

SIGNED_____Date_____
(I have read & agree to all the above)

PARENT'S APPROVAL_____(required if entrant under 18)

WANT ADS

'70 HODAKA 100, seldom used, have street equipment, $225. (213) 670-6439.

General Manager wanted with major

m/c line. At least five years experience in all phases of store management. Salary & commission, CONNOISEUR. All replies will be kept confidential. Write Cycle News, P.O. Box 498 Dept. ABC, Long Beach, CA 90801.

250 Husky

Ex factory G.P. bike, like new, snake pipe, cut crowns, Pro-fab frame, 8" travel forks, many spares. Call after 6 p.m. (213) 340-6272. (29/2x)

'74 Bultaco Pursang 250

Complete bottom end rebuilt. Have receipts. Will give you my 9½ boots and 3 gal. tank. $680.00. Santa Barbara (805) 684-4730.

Bultaco garage sale

MK-6 250 engine, $350.00. MK-7 125 engine, $250.00. MK-8 125 engine, $300.00. New 3 gallon tank, $40.00. Cylinder, cranks, frames, forks & wheels cheap. Steve Scott is moving. (213) 896-6209. (29/4x)

550 Honda parts reasonable

Have tank, cylinders & heads, trans., clutch, and much more! (714) 986-3038. (30)

'75 YZ monoshock

Stock, excellent condition, $650.00 or best offer. P.P. (714) 543-6160. (30)

1974, 250 Husqvarna mag, $895

Gas Girlings, 8½" travel fork kit, new top and bottom end. Injury has forced sale. Xlnt. racer or play bike. After 5 p.m. (714) 963-2976. (30)

'71 RICKMAN HODAKA 100cc, 2 tanks, shift conversion, $195.00. (714) 892-7295.

Shop equipment — tools

Closing business sale. Used tools and equipment sale. Also Kawasaki special tools & signs. Phone (209) 463-0552. (30/2x)

'75 Yamaha 125 MX

Expert scrambles bike with TZ RR spec. and pipe. Lots of extras. $475 or best offer. Ask for Jack (714) 633-4918. (30)

'75 Bultaco Pursang 250

$700/trade for road racer. (415) 835-9368. (30)

1974 Wytsersnkel 250 GP

Really, Husky, all the rightextras makes it for you. Call, make offer. (213) 344-5604. (30)

YAMAHA ROAD RACER. TZ250. Special frame, Hunt swingarm, disc front brake, Fontana rear brake, Vesco seat, S&W's, monoshock chambers. Spares include: cylinder, 2 cranks, 2 gas tanks, fairing, seat, front brake, forks, stock chambers, 3 pair shocks and springs, tires, much more. Never a mechanical failure. $2,100.00. (707) 745-0235 after 6:00 p.m. (30/3x)

'75 TY 175B Yamaha trails

Perfect bike for beginners, novice trials riders. Excellent condition, $550.00. (213) 863-8684. (30)

Yamaha TD3 motor

Road race or flat track. Kal Guard on barrels and heads, air-cooled clutch, 6-speed, stnd. bore, fresh rebuilt crank. After 7:00 p.m. $600.00/offer. (213) 335-4297. (30)

'73 Bultaco Pursang

Fresh engine — in storage last 3 yrs. — $350.00. Needs exhaust stinger and rear fender. (213) 324-5452. (30)

Fork extensions

Increases fork travel without extending sliders off fork tubes. All machining and welding included. All Maicos '66 to '75. Increases travel to 8½". $64.95 without springs. $72.95 with springs. All Hondas with leading axle. Increases travel 1" over stock. $64.95 complete. Ottows Werks, 15156 Downey Ave., Paramount, CA 90723. (213) 531-8801.

Honda partsman needed!

Honda Del Rey needs experienced partsman, who enjoys company benefits and good pay. CALL NOW (213) 391-6217. (28/TFN)

For sale — M/C sales & service shop

Franchise Husqvarna, Hodaka, & Montesa dealer. Los Angeles suburb, 11 years established. Owner moving, must sell. For information call (213) 785-4289. (29/4x)

'74 CZ red-frame 250

Excellent, 400 actual miles! $650.00. '63 Ducati Diana 250, excellent cond., $295.00. (714) 875-3323. (29/2x)

Norton parts

Ex-Norton dealer has $2500.00 inventory of 750-850 Commando parts. Any reasonable offer accepted. Call 9 a.m. to 6 p.m. (702) 322-3889. (29/4x)

1974 Yamaha 100 MX

Fast, clean, reliable. Many extras. Stock & desert tank, Curnutt shocks, $275.00. (714) 846-5272. (30)

SMUGGLER — trailer — electric — brakes — 15'. Excellent — sleep six. (213) 696-9422 — $1,500.00. (30)

'75 XL250, excellent

Enduro ready, great desert bike, reliable, modified eng., long travel suspension, loads of accessories. Plus street equipment. $695.00. (213) 342-6989. (30)

'75 Yamaha 250 mono

Excellent condition — must sell, joined Army — $895.00 or best offer. Call after 5 p.m. (213) 443-7283. (30)

THREE bike trailer. Must sell, $50. (213) 831-4539. (30)

Beautiful! '74 Honda CR-125

Xlnt. cond. Asking $550. (714) 637-7582.

Jawa speedway bike

Better than new, over $900 spare parts included, $1495. (916) 362-6324. (30)

* '75 Suzy RM125 *

DG pipe, factory kit, 32 carb, fork kit, Andres bars, lots more extras. Clean, super quick, must sell, need cash, $525.00. Call after 7 p.m. (213) 463-9870 or (213) 463-1848. (30)

'75½ CZ 400 Falta replica

Lay-down shocks, gas Girlings, Motoplat, plastics, new low-end, pipe, Maguras, chain tensioner, bars, H/D spokes & rims, $850.00. (213) 996-1346. (30)

"New trailers"

3 bike/ramp — assem. or kit/F.O.B. Torsion bar, suspension weight 155 pounds. (213) 764-8392 or 762-3721. Trans-Ex Company, 7361 Ethel Avenue, North Hollywood, California. (31/TFN-E.O.I.)

Wyman Priddy likes

his dog Torsten and his new Bultacos fitted with "works white" POLYPRO unbreakable replica side number plates. Two styles now available, '75 or '76 at $14.95 per pair (plus $1.00 shipping) from PLYPRO, 1810 Cherryl Court, Arlington, Texas 76013. (817) 277-9917. (29/3x)

'74, 450 Maico

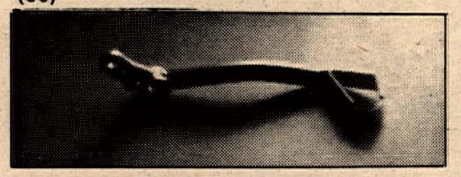
Lots of extras, special tools & spare parts, new trans., $700.00. (213) 422-6402. (30)

Husky 400WR, 6-speed

Bilsteins, VDO, 3.5 & stock tanks, tool bag, J bars, Preston Petty fenders, skid plate, showroom condition. $1025.00. (408) 997-2600. (30)

'73 Hodaka 125 enduro

Clean, street legal, $400. (213) 329-7753. (30)



Honda Elsinore brake pedal

Fits all CR 125s, made of mild steel — if tweeked can be bent back, cad plated, bronze bushing, $18.95. Cal. residents, add 6%. Bay Cycle, P.O. Box 543, Manhattan Beach, CA 90266. (29/2x)

Wanted

Expereienced Yamaha mechanic, North Long Beach area. (213) 635-8058. (29/TFN)

250 & 400 GPMs in stock

Lowest prices in the U.S.A. — frame laydown complete, $55.00. Air caps $10.95. G.P. modified dampners (increases travel 1" & gives softer ride), $9.95. New 4.75 Barums, $29.95. 4 bolt triple clamps, $34.95. Complete stock of CZ accessories. Grand Prix Specialties, 1312 W. Burbank Blvd., Burbank, CA 91502. (213) 846-4405. (30/2x)

1975 Can-Am 250 MX

Perfect condition — right bike but the wrong rider. Must sell. Need $990. Call before you buy from dealer. (213) 367-6648 or (213) 361-5610. (30)

Honda '74 CR 125 & '73 SL 100

Elsinore, excellent condition, stock, $500.00. Honda SL 100, great condition, stock, $325.00. Both run great and never raced. (213) 446-7372. (30)

'75 Husky 400 WR

New top end, new tires, Curnutts, Inter-Am lights, V.D.O., K&N, tools and bag — many extras — $1050.00. Auto accident forces sale. (714) 871-9677. (30)

Yamaco

Maico chassis with 360 Yamaha engine. Terrific handling with reliability. Also 250 American Eagle. Great playbikes. Best offer. Both have new green stickies. (213) 370-8887. (30)

Motorcycle sale of the year

'74½ G.P. Bultaco, $625.00, very trick and fast. '75½ CZ enduro or desert G.P. frame & tank, $625.00. '71 Hodaka Rat, fresh motor, fast, $200.00 or make offer. (213) 767-8713.

'76 H-D MX 250

One of only one hundred produced. Ready-to race. Approximately eight hours use. Never raced. Champion frame, sun mudless reams, air forks, & shocks, extra gearing & factory manuals. Mint condition, $895.00. Chris Draayer Motors, S.L.C. (801) 322-5505. (30)

Russ Darnell Motocross Schools

July 31 & Aug. 1 Lake Whitney, Texas. August 20 & 21 Straddleline, Washington. August 23-27 Five day camp Port Angeles, Washington. Sept. 2 & 3 Saddleback. Sept. 6-10 Five day camp, Indian Dunes. Sept. 18 & 19 Sears Point, Sonoma, Calif. Information (213) 367-1722. (26/6x)

'76 Honda Elsinore CR 125

Miller Mano prepared barrel & Super pipe, ported, 34mm Mikuni, Hi-rev Motoplat. $1300 invested. Sell for $850. Only two months old. (714) 778-6700 or (714) 581-2584 ask for Mike. (30)

Brand new

1975, 250 Yamaha mono, never ridden, $950.00. Call Charles Curnutt, Wed., Thurs., Friday (213) 637-6725, or home (213) 973-8079. (30)

Wanted

Major Racing Oil Distributor for Arizona, New Mexico, Colorado, Wyoming, Utah, & Nevada would appreciate receiving posters & info. on all cross country races & enduros in area for contingency possibilities — Send to: Don Watkins, Duralube, Box 8171, Hualapai Ranch, Kingman, Arizona 86412. (30/TFN)

Hodaka

Clearance Sales, 100 dirt, enduro, Super Rat, & Combat. All at super low prices. T & O Yamaha, 24020 Narbonne Ave., Lomita, CA 90717. (213) 534-2311. (30/2x)

Husky Automatic

Also Husky 250, 260 CR at super low prices. All with factory warranty. Large stock of Husky parts & accessories. T & O Yamaha, 24020 Narbonne Ave., Lomita, CA 90717. (213) 534-2311. (30/2x)

250 Pursang

New crank, top end. Clean — fast. $350.00/offer. (714) 530-5852 or (714) 830-7241. (30)

Journeyman mechanic

Must have Honda experience. Established shop, good benefits. Labard & Underwood, 321 E. Imperial Ave., La Habra, CA 90631. (714) 879-8252 or (213) 691-0553. (30/2x)

1976 Yamaha YZC 125

OCC monomod 8½", kitted forks, FMF up-pipe, new sprockets, chain & tires, G.P. seat, KN filters, $700.00. Charleen Higgins, after 6 p.m. (213) 886-5107. (28/3x)

2 '75 RM125 w/kits, $400 each

Also '73 Sachs, basket case, $100. (714) 823-2051. (30)

Cherry '72, 250 MX Yam.

Trick kit, 350x21 front, flywheel wt., ext. swingarm & more, $400.00. '70 Honda SL 90, $190.00 or ? After 5:00 (213) 885-1861. (30)

'73 Honda CR250 Elsinore

Race ready, $425.00. (213) 451-3177. (30)

'75, 250 Maico GP

Plastic tank, fenders, & airbox. Aluminum rims & shocks, excellent condition, looks new, $750. After 6 (213) 284-0303. (30/2x)

XL-250 Honda engine only

Good condition, 1973, $275.00. (415) 347-9266. (30)

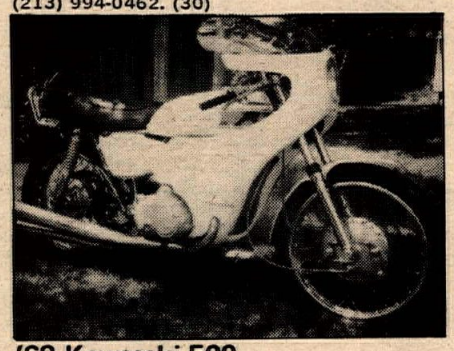
Nice '75 CR 125 Elsinore

D&G laydown, gas Girlings, air forks, mild porting, 30 Mikuni, 520 chain kit, fast, $600.00. Call evenings (213) 339-3193. (30)

'73 CR 250 ELSINORE. Fresh top & trans., three tanks, two pipes, Curnutts, new chain and sprockets — more — industrial accident forces sale, $300.00. (213) 347-4467. (30)

'75 GP 400 Maico

New eng., trans., clutch. DIDs, spokes, chain, Andres, Maguras, air forks, Koni gas oil cooled, padded seat. $850. (213) 765-4322 or (213) 994-0462. (30)



'69 Kawasaki 500

Excellent condition, many extra parts, $450.00. (714) 639-8364. (30)

1975¾ Husky 250 WR

Like new, less than 800 mi., enduro ready. Sun rims, skid plate, new 6 ply tires, VDO Speedo, Konis, tool bag & much more. Must sell, $950.00. (714) 748-4309. (30)

'75 Bultaco Pursang 360

C. Brooks replica, desert tank, skid plate, works perf. shocks, Sun rims, Metzelers, Diamond, Twin Air, 7¾" rear, 8½" front travel, clean and fast. $950.00. (213) 423-6903. (30)

TT & WR 4 sale/trade 4 4 WD

1976 TT 500 Yamadog, 8½" frnt. & rear + $1,150.00. 1976 WR 360 Husqvarna, near new cond., $1,475. Also '73 DKW & Hodaka 100. Want Jeep. (213) 624-6281 or (213) 448-5531. (30)

1967 Husky desert

Ready, very good cond., $300. (213) 596-7421. (30)

Elsinore CR 125, 1974

Been in strg., xlnt. cond. Webco head, 34mm carb, pipe, Boges (frw. mt.), ported, 520 chain, rebuilt top end. $575 or best offer. (213) 696-0060. (30)

'76, 125 GP Husky

Metzelers — S&W Freon shocks — Internal rotor Motoplat — immaculate. $895.00. (213) 842-0128 or (213) 846-7690. (30/2x)

Al Fox M/C presents

Used '76, 125 GP Husky, many xtras. Sacrifice $895.00 — Used '76, 400 KTM, xlnt., $1,465.00 — Used '75, 440 Maico, $995.00. 437 S. Victory, Burbank, CA. (213) 845-2740. (30/2x)

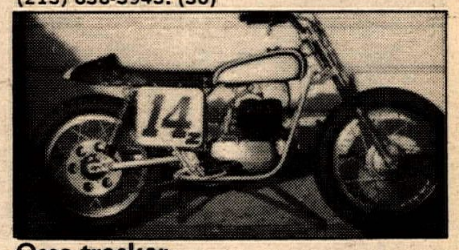
'74, 250 Pursang

Fresh engine, new tires, $649.00 or trade for 400. (714) 646-3769. (30)

1974 HONDA XL-100, LESS THAN 250 miles. Like new, extra cables, equipment for dirt or street. $375. (714) 995-1477. (30)

'75¾ Bultaco 250 Pursang

Bought in '76. Metzelers, Diamond chains, plastic fenders, excellent condition, $725.00. (213) 656-3943. (30)



Ossa tracker

'71, 250, modified swingarm, Konis, Pirellis, clean, handles beautifully, $400. (213) 477-3192. (30)

'75½ MAICO GP 450. Very fast, powerful, agile, smooth suspensioned, rocketship. Almost all "Gaylon Mosier-TRICKS." Call JON for more information. MUST sell, MAKE OFFER. Lots of EXTRAS. (213) 595-1691 days or (213) 436-5954. (30)

1971 Yamaha 650cc

Excellent — 15,000 miles, stock, custom paint, $695.00. (213) 545-6785. (30)

'71 Bultaco 250 Sherpa "S"

Excellent condition, completely rebuilt engine and clutch — fast. $300.00. (714) 453-6920. (30)

'76 RM370 Suzuki

Never raced, trail ridden only, like new, $1075. (805) 482-1557. (30)

Trade Husky 400 WR '74½, 6 spd.

for 250cc Husky, Montesa, Bultaco — Husky never raced, extras, too fast for me. Call Ron after 6 p.m. or weekends (714) 848-2613.

1975 Husky 360 GP

Like new, must sell. Very fast, some extras. $1350.00. (714) 875-5397. (30)

Classical Glas

Norton Production racer parts. Genuine factory, fairing, 5 G tank, solo seat, rear sets. Also have spare 750 motor, trans. Plus S.S. exhaust, many other pts. $800.00 the lot. (408) 247-5614. (30/3x)

Track, dirt, street

'73 Suzuki TM250, Champion, Barnes, Betors, Konis; supertrick porting, ignition. Balanced — $1195.00. '74 Suzuki TM400, ridden less than 2 hours — $895. '74 Honda 750, 4400 miles — $1495. (209) 291-2183 or (209) 251-9505. (30)

'74 Honda CR125

Good condition, 30 Mikuni, DG Hi-Pipe, FMS Boges, chain tensioner, fresh paint. Must see to believe. $525 or best offer. (714) 879-4038. (30)

Need Puch parts !

Got a 175cc basket. All parts minus 3rd gear, need bearings, and tires. JR down pipe included. $200.00. Aft. 6 p.m. (714) 995-3576. (30)

8 speed Husky

1971 Husqvarna 360cc, 8 speed, beautiful condition, good trail bike, $450.00. (213) 549-8297. (30)

125 monoshock '75

Desert, motocross tanks, Sun rim, Trelleborg tires, $575.00. (213) 442-3862 or (213) 444-6918. (30/2x)

'75, 250 Husqvarna

Pro Fab cantilever w P.F. swingarm, 6 speed (WR) reed valve, 8½ forks, gas Girlings, new seat, 3 gal. tank, skid plate. Asking $875.00. (213) 442-3862 or (213) 444-6918. (30/2x)

1974 Jawa 500 speedway

15 min. on new blueprinted engine, very quick. New top end and bearings, new sprockets, chains, etc. Primary and clutch guards, 36mm Mikuni that works! Quick throttle, many extra parts, tools, jets, etc. $1500, will talk price. (303) 473-9315. (30)

Chic's RM125 & TM125

"Old man" wants kids! Must sell '75 RM, fresh 'n' fast, $550.00. New 32 Mikuni, $25.00. '74 TM, stored 1-year, lay down Arnacos, $400.00. Skid plate, $10.00. Denise (213) 797-5874, work (213) 227-2953. (30)

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1140 S. Cypress, Unit A
La Habra, CA 90631 (714) 525-1504

250 RM Suzuki
Must sell this month. Low miles, $925. (213) 348-9445. (30)

STEENS Hodaka, 100cc, like new, perfect for 8-14 yr. old, $275.00. (213) 973-2220.

'74 Honda 125 Elsinore
Cherry condition, $545.00 or best offer. (213) 921-2793. (30)

Dirtfliers M.C.
is looking for new members. Family oriented Dist. 37 desert racing club with emphasis on fun. Call evenings, Glenn (213) 540-0478, Jeff (213) 430-7862 or Slow Chuck (714) 846-4705. (30)

Redline Honda 350 twin
California's fastest, 2 engines, TT, ½ mile pegs. Both eng. fresh, ready to win, much more, $1850.00. Call Rick Marquis (714) 523-3859. (29/2x)

Chainbreakers MC
Now accepting new members to a family type club. Riding DRA & SRA. After 6 p.m. (213) 323-0946. (29/3x)

First class
Parts people, salesman and mechanics needed. Harley-Davidson, Honda, Yamaha, & Kawasaki; permanent, good pay & benefits. Beach area. Write Cycle News, P.O. Box 498 Dept. BKM, Long Beach, CA 90801 or call John, weekdays (213) 671-0405. (29/2x)

Yamaha 175 enduro engine
running or basket. (213) 927-8265. (30)

'71, 125 PUCH, 6 speed, excellent condition, $300.00. (213) 424-2870. (30)

'71, 360 Yamaha enduro
MX barrel, high comp. head, Akront rims, plastic tank, good tires, $325.00. (714) 828-9292. (30)

'75 Elsinore CR125
Good condition, $550 or best offer. (714) 542-4989 or (714) 546-1670. (30)

'73 CR400 HUSKY, excellent condition, forward mounted gas Girlings, few extra parts, $650.00. Call after 5 p.m., Tony (714) 995-0472. (30)

'74 Bultaco Pursang
Literally showroom condition. Must see to believe. $650. (714) 628-2535. (30)

1975 road racer
Yamaha 750cc almost new with lots of spare parts. South Bay Motorcycles, 2001 Artesia Blvd., Redondo Beach, CA 90801. (213) 772-1647. (30)

'69 CZ 360 MX
New piston — trail ridden only, super shape, $375 firm. (805) 644-2667 (Ventura), eves & weekends. (30)

'73, 125 Pursang
New '76 seat, moved up Konis, new engine with matched ports, good condition, many extras, $400.00. Call Kenny (213) 676-1790.

For sale or trade
XL 250, 1973, original 1400 miles, $600.00 or trade for TL125 & boot. (213) 866-5056.

1971 HUSKY 360 ENDURO, 8 spd., new Curnutts, adult trail ridden, $475. Excellent. (213) 431-3435. (30)

1971¾ Chevy ¾ ton
4 WD cab over shell, V-8, auto, 50 gal. gas, 47M, sharp, $3600. Lic. No. 450KPD. (213) 431-3435. (30)

'75**CR125**Elsinore**$600
Immaculate, skid plate, new bars, chain, grips. Forward mounted Konis, extra PMC tank. Plus much more. (213) 348-8941. (30)

1975 Bultaco 250 MX
Xlnt. cond., must sell. Moving out of state, $800.00 full price. (714) 898-6000. (30)

'74 XL175 Honda
Excellent condition, 4,000 miles, $550.00. (714) 774-5293. (30/2x)

2 Yamahas, trailer
'74, 250 MX. FM Boges, Vesco tank, skid plate, K&N, fork kit, J-bars, $750. '74, 250 trialer. Bought new in '76, $600. 3 or 4 rail custom trailer, big wheels, tool box, gas can racks, $300. All very clean. (714) 536-9463.

'73 Honda Elsinore 250
Excellent condition, fresh paint, new Andres bars, new laydown gas Girlings, new RC tank, radial head, new bore piston ring, new trans fork kit, new DG pipe, extra engine parts. Must see to appreciate, $650.00. (213) 334-6076. (30)

'74 CR125, $550 or best offer
Excellent condition, spare frame, 2 cylinders, pipes, etc. 32 Mikuni, ported, F.M.S., 8" forks, big chain, plus much more. (714) 963-5265. (30)

Motorcycle trailer
Three rail, spare tires, current registration, shocks, very sturdy, $125.00. (213) 348-8941. (30)

'73 Honda Elsinore
$350 or best offer. Must sell. (213) 984-3723.

Hemet people
'73 Yamaha 250 MX, smooth & fast. 8" travel front and rear, 3½ gallon tank, new chain and tensioner, new six-ply tires. Plus much more. $550/offer. (714) 927-2800. (30)

Rickman-Montesa, $375
250cc, laid down Girlings, air forks, new pipe and airbox, needs light duty welding on frame. '73 uncrated in '75. (213) 456-6944.

Vintage motorcycles
Reducing my collection. The following motorcycles are offered, prices F.O.B. Boulder. 1923 Norton H-16, $3300; 1919 Royal Enfield twin with sidecar, $2800; 1949 Scott Flying Squirrel, $2750; 1927 Triumph Ricardo four valve, $2900; 1927 Velocette KSS Mark I, $2200; 1938 Velocette KSS Mk 2, $2200. I will sell all six motorcycles for $15000 and deliver within Continental U.S.A. Robert Seiffert, 901 Walnut St., Boulder, Colo. 80302. (303) 444-5050. (30/2x)

'72 Bultaco Alpina, Exlt. cond.
Street or dirt, $500. (213) 823-5231. (30)

'75, 400 Yam. mono
3½ gal. Hannemann fiberglass tank, ridden 6 times, never raced, mint, $900.00. Also, '75, 80 YZ, $300.00. (213) 693-1716 or (714) 826-5572. (30)

CR125 Honda
Ported, carb, pipe, head, laydown gas Girlings w/Redline, $500.00. (213) 963-4341. (30)

GOOD running 1971 Suzuki TS 90, Petty fenders, new battery, economical! $225. (213) 845-3355. (30)

1975 ELSINORE 125, 520 CHAIN, 9 gauge front wheel X4, clean condition. $450.00 or best offer. Call after 6 p.m., wkdys. (714) 493-7758. (30)

CAFE RACER built by Brown Fairing. Modified DT-2, licensed, matching fiberglass half fairing, tank & seat, Fontana type front brake, Goodyears, rear sets, etc. Holed piston, $200.00. (714) 642-5911. (30)

'73 XL 250 engine and parts
Unused since '74. Engine $200. Also, wheels, frame, plastic tank, P.P. taillight, fender, etc. (714) 542-4824 anytime. (30)

DUCATI 250 Mark III cafe, restored new engine, $650.00. (213) 764-3534. (30)

'75½ MAICO 400, going to school, must sell, $999.00. (714) 870-1518. (30)

1975 YAMAHA 400 MX, excellent condition, $925.00. (213) 829-2322. (30)

Factory replica, RM Suzuki Accessories
Send for free catalog for MX, enduro, & desert accories. Cycle Products West, 11900 W. Pico Blvd., W. Los Angeles, CA 90064. (213) 477-0997 or (213) 473-7996. (29/3x)

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Great shape — truly unique 200cc four stroke singles. (714) 645-4164 or (213) 784-6948.

'75 Honda Elsinore CR125, $550
30 Mikuni, Webco head, fork kit, new red paint, very trick, T & M pipe, immaculate condition. (714) 526-2124. (30)

'74½ CZ 250
Low miles — 34mm Mikuni — plastic tank — good condition — $450.00. (714) 642-8672.

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Forward mount, Kayabas, works pipe, excellent condition, $650. (213) 377-3751.

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Custom dual seat, $2,000 — best offer. (213) 736-3074 or (213) 399-9241. (30)

'73 Bultaco Pursang 125
Fresh engine, excellent condition, well maintained by original owner. Quitting motocross, bike and all extras must go. Yours for only $460. (805) 647-7057. (30)

"72" CZ 400
Plastic tank and fenders, Pro Fab frame, Konis w/coolers, cleansweep pipe, D.I.D.s w/H.D. spokes. Plus much more. Must sell, $550.00. (213) 375-2136. (30)

'72, 750 Kawasaki
30 miles on complete rblt. engine, top & bottom end. New chain & front tire, ex. cond. $850.00/offer. (714) 735-9073 after 6 p.m.

'74 CR125 Elsinore
Red paint, DG pipe, air forks, 30 Mikuni, fork boots, new tire, well maintained. $475 or offer. (714) 838-5755. (30)

Leathers
ABC speedway type, blue and white with red trim, 5' 10", 160 lbs. Real good shape, $115.00. (714) 675-3127. (30)

'74 GP CZ 400
Need money fast, will take $500. Call (714) 525-5927. (30)

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Harley hat lost at Castle Rock TT. Call collect (509) 534-7496. (30)

'76 YZ125C, $675
Very good condition, many extras. (714) 897-9745. (30)

Honda '73 XL250
Good condition, runs great, $500 or best. Call after 4:30 (213) 781-5227. (30)

1973 Husky 400CR
Gas Girlings, Mikuni, extras, clean, $675/offer — La Canada (213) 790-0986. (29/3x)

'74' HONDA — CR 125 ELSINORE. Looks and runs like new. Some extra parts, ridden only in desert. $475.00. (714) 586-7043. (29/2x)

1972 Chevy Luv pick-up
350 cu. in. 350 h.p. small block V-8, 4-speed Muncie CR transmission, AM-FM-8-track in-dash stereo, Top Kat camper shell, wide wheels, fender flares, and much more. $2,500.00 firm. Contact Gino at "Biker" newsmagazine office. Phone (213) 595-4753.

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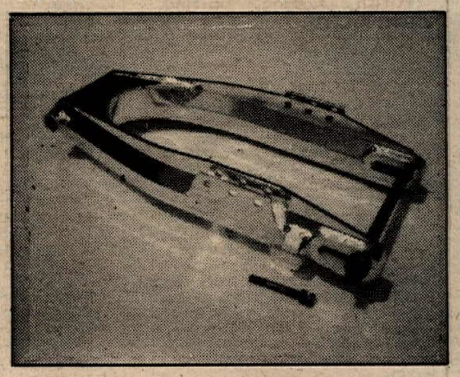
$395, runs good, two tanks, two front tires. Make offer. Home (213) 865-4962, work (213) 420-5390. (30)

22' Smuggler loaded — must sell
Separate head and shower — air cooled — tape deck, electric jack, awning — extra water. Super clean — $4200. (213) 746-5790 wk. days. (213) 876-0267 nites. (30)



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Pierre pulls a fast one.

Karsmakers and his Honda Elsinore come from out of the pack to win St. Peters, Mo. 500cc National.

Taking time off from the Grand Prix wars of Europe, Pierre Karsmakers walked off with the overall victory in the July 18, St. Peters, Mo. 500cc National Motocross. This was Pierre's second National victory this year, already having blitzed the 250cc National finale at Southwick, Mass.

Noted for very good starts, Pierre was troubled in both motos and didn't get his usual jump. In the first moto, he started a distant fifteenth. But this did not deter the former 500cc National Champion from working his way methodically through the pack. In fact, so relentless was his attack that sections of the 15,000-strong crowd moved like human waves from corner to corner around the perimeter of the track to watch Pierre and his factory RC-400 Honda make their move on the leader. As he approached the lead position, the crowd sensed the inevitable, and when Pierre literally flew into the lead down a jump-studded straight-away, they cheered their approval of his performance.

Faced again with a come-from-behind proposition in moto two, Pierre set out to repeat his first-moto performance. But, as competitors crashed and broke by the wayside, it became obvious that another win would not be necessary to bring Team Honda the overall honors. Once in fourth place, Pierre cruised home the day's victor.

Another major win for Pierre Karsmakers and his Honda. It extends Pierre's National victory record and maintains him as America's winningest motocrosser.

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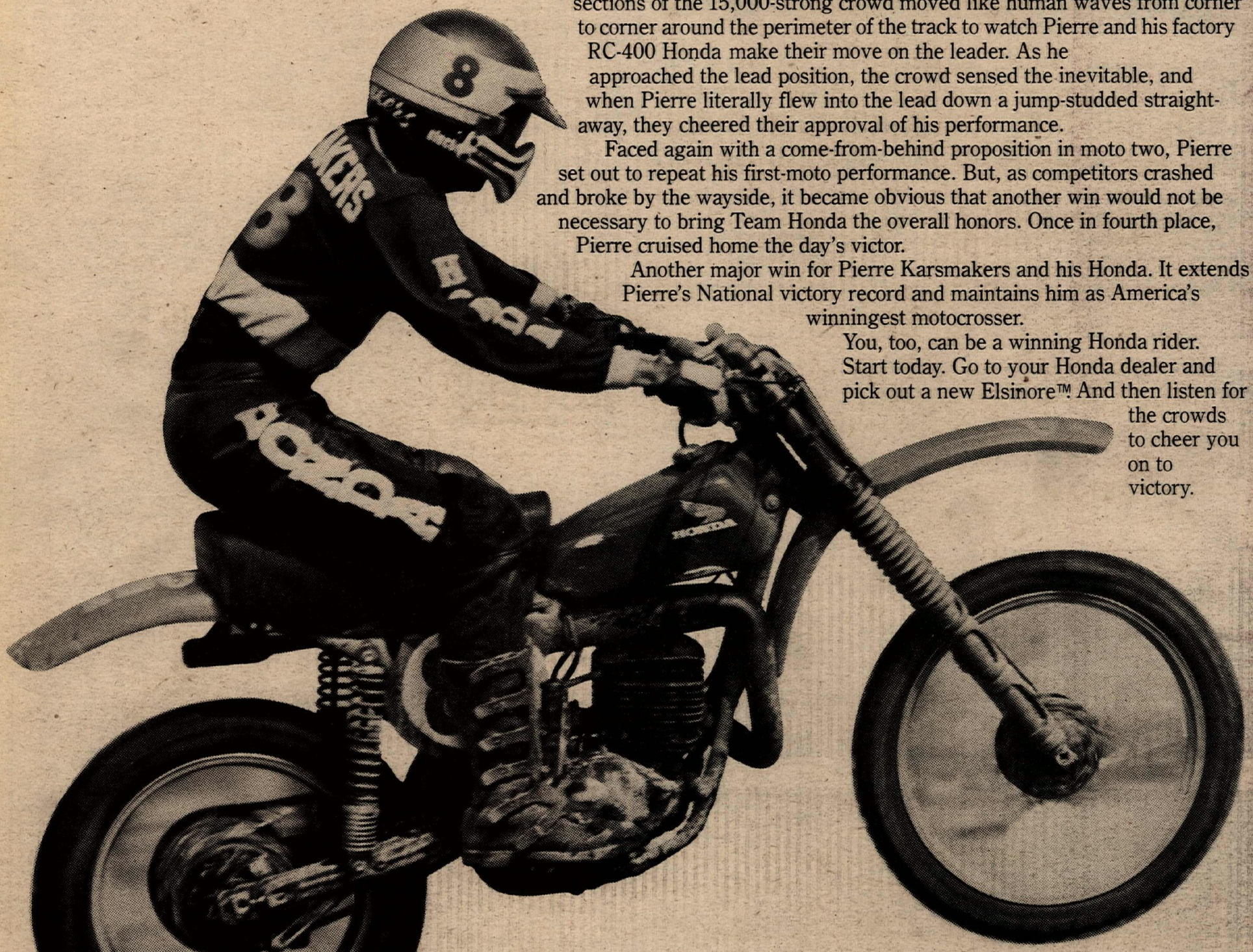

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